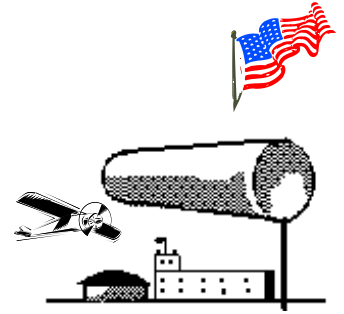


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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MARCH 2010

A BEAUTIFUL FLYING DAY



For a Saturday in the middle of February, it was a beautiful day for flying. The wind was fairly light and the temperature was in the low forties. And it was very peaceful since no one else was at the field. Usually I don't like to fly at the field by myself, but I had changed to a Li-Po battery in my Lazy Bee and wanted to work with the thrust line and CG to see if I could make it a real floater. As I removed the fuselage from the car and reached for the wing, I realized it was still at home. Luckily I had brought my electric Four Star 40 so was able to have a nice flight with it. Here after I will contact some members in the hopes of having some company at the field during these slow winter months. For safety, this would be a good thing to do.

THE PRESIDENT'S CORNER

Hello Pilots;

I don't think that anyone of us is not tired of winter and ready for hot weather, or at least something in the high 50's. I was gone for some of January and February and Texas wasn't any better than it has been here the last few weeks. I don't have much news, I did finally talk my wife into letting me buy a trailer, 5x8, and I have been adding as much as possible like a rack and 12v power etc.. I know that a few of you have braved the elements and been out and that we are all ready to fly.

I have been in contact with the Operations person at the new Branson West Airport and will be discussing the air show that we discussed in the January meeting. See you at the March meeting and bring a visitor or possible new member.

Dave

TRI-LAKES FINANCIAL STATEMENT 2010			
		FEB	Y T D
BALANCE	2/1/2010	\$2,762.14	\$ 2,507.94
INCOME-DUES -----		\$ 40.02	\$ 375.02
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ -	\$ -
INCOME-50/50 -----		\$ -	\$ 3.00
INCOME-MISC -----		\$ -	\$ -
EXPENSE-FIELD -----		\$ 425.00	\$ 450.00
EXPENSE-NEWSLETTER		\$ -	\$ 8.80
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ -	\$ -
EXPENSE-AMA -----		\$ -	\$ -
EXPENSE-Web -----		\$ -	\$ -
EXPENSE-meeting room		\$ -	\$ 25.00
EXPENSE-MISC -----		\$ -	\$ 25.00
BALANCE	3/2//2010	\$2,377.16	\$ 2,377.16

THE EDITOR'S NOTE PAD

As the front page indicates, your editor was out to the field and I was flying all by my self. Not something I like to do and not that it isn't safe at the field and it was nice and quiet. However things can happen or health issues can arise where it is important that someone else is there that can drive you to emergency of call 911 for you. The Club does not have a rule against flying at the Club field by yourself but it is better to be safe than sorry. The next time I decided to fly, I contacted a couple of members who joined me at the field.

As this is written we have 16 paid up Club members for 2010. It could have been more if the February meeting had not been cancelled due to severe cold weather. This number is a little over half of what it was at the end of 2009. If you are going to renew your membership, and we hope everyone does, it would be good to do it at the March 9th meeting, or send it to Erv Rohde by mail. After the March meeting members with unpaid dues will be dropped from the Club Roster, dropped from the discount list at TPA Hobbies and AMA will be notified that you are no longer a Club member. Of course you can rejoin the Club at any time by paying your 2010 dues but after March 9th that will result in more paper work for the Club Secretary.

Speaking of Hobby Shops, I dropped by Hobby Town USA in the Branson Meadows Shopping Center and found it was no longer there. Must be the victim of the economic hard times. On a positive note there is a new Hobby Town USA in the shopping center on Glenstone across from Springfield's Battlefield Mall.

Erv Rohde advised me that he is on the final stage of having the Club Incorporated. If he can convince the IRS that the Club is not a high profit, money making organization (Ho-ho-ho) he may have the paperwork done by th March meeting. This should make the Club Officers and other Club members rest easier.

This is a fairly slow news month - no February meeting, very little flying and several members playing snow birds, so decided to include a couple of projects I have been working on. I hope to

NOTE PAD CONTINUED ON PAGE 3

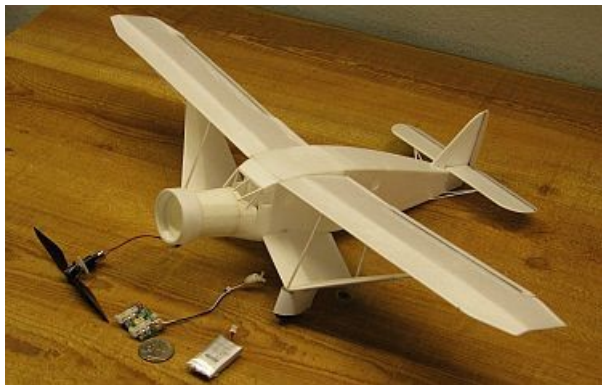
MEETING MINUTES

The February meeting was cancelled because of severe weather, therefore there are no February Meeting Minutes.

NOTE PAD CONTINUED FROM PAGE 2

have them ready and flying for the indoor portion of SMALL in Little Rock the first weekend in June.

The first plane is a 1/40 scale Bellanca Aircruiser made of 2 mm Depron foam. It has a wingspan of 19.5 inches and should have a flying weight of about 1 3/4 ounces. Powered by a 7 mm pager motor, geared 4 to 1, and 250 mAH Li-Po battery - electronics are by the Horizon Hobby Brick. A combination receiver (Spektrum), speed control, two servos and socket for a third servo. It will have throttle, elevator, rudder and ailerons.



The second plane is the ACRO BIPE, a rubber powered foam ARF converted to electric RC. It has a 16 inch wing span and should fly just under 2 ounces. It will have throttle, elevator and rudder. It will be powered by a 5 gram brushless motor, brushless speed control, the Brick and a 250 mAH Li-Po battery. Will they fly? I guess we'll see!



2010 DUES

Club 2010 dues were due as of January 1, 2010. If you fly at Rocky Top Field on or after January 1, 2010 you will need a current (2010) AMA card.

If you are going to renew your Club membership at the March meeting, bring your 2010 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 2009 talk to the Treasurer before paying as you may get a discount on your 2010 dues.

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

YOUR 2010 DUES ARE DUE!!

Below are the names of the 16 members that are current in their 2010 Club dues.

Bud Austin, Sid Beckham, Fritz Corbin, Jim Haney, Don Johnson, Reader Jones, Tom McKenzie, Dave Medley, Randy Needham, Mark Niebrzydowski, Keith Oxby, Dick Peterson, Erv Rohde, Howard Shire, Roy Steinzel and John Woods.

If you feel your 2010 Club dues are current but you are not on the above list contact Erv Rohde for needed corrections.

The following two pages are from the JANUARY 2010 **AMA INSIDER**

From the Middle Point RC Flyers, Murfreesboro, Tennessee

Airplanes for Flying in Windy Weather

By Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing.

Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!" →

Aviation Quotes

“Whoever said the pen is mightier than the sword obviously never encountered automatic weapons.”
—General Douglas MacArthur

“You, you, and you ... Panic. The rest of you, come with me.”
—USMC Gunnery Sergeant

“Though I Fly Through the Valley of Death, I Shall Fear No Evil. For I am at 80,000 Feet and Climbing.”
—At the entrance to the old SR-71 operating base Kadena, Japan

“You’ve never been lost until you’ve been lost at Mach 3.”
—Paul F. Crickmore, test pilot

“The only time you have too much fuel is when you’re on fire.”

“Blue water Navy truism: There are more planes in the ocean than submarines in the sky.”

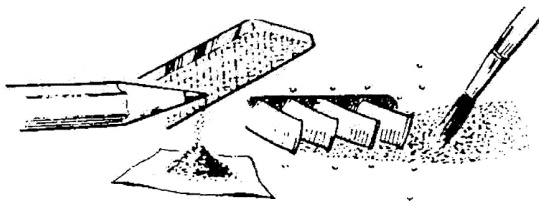
“If the wings are traveling faster than the fuselage, it’s probably a helicopter—and therefore, unsafe.”

“When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.”

“Without ammunition, the USAF would be just another expensive flying club.”

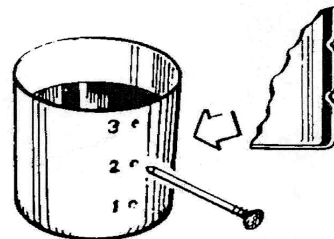
“What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies; If ATC screws up, the pilot dies.” →

TIPS & TRICKS



PAINT DETAIL

Make a little pile of fine pencil dust, then smudge this onto your model with a finger. This makes very realistic exhaust and gun soot marks. Seal with a spray of matt varnish. You'll get more control if you use a soft, dry brush to apply the soot marks.



NEAT MEASURING CAN

A smart way to calibrate the *inside* of an empty soda can so that the correct proportions of epoxy can be poured in for mixing—just indent on the outside of the can with a blunt nail, taking great care not to perforate the can.

MARCH MEETING

MARCH 9, 6:00 PM

Meet at **THE BRANSON REC-PLEX**

Program

BRING YOUR PROJECTS FOR SHOW AND TELL.

TRI-LAKES R/C FLYING CLUB

PRESIDENT

DAVE MEDLEY 739-5931

VICE-PRESIDENT

BUD AUSTIN 561-4466

SECRETARY

HOWARD SHIRE 779-5069

TREASURER

ERV ROHDE 538-2439

SAFETY OFFICER

GENE FUSON 538-9346

FIELD MARSHALL

FRITZ CORBIN 272-1106

INSTRUCTORS

JOE MAJOR 336-8060

ERV ROHDE 538-2439

JOHN WOODS 338-8419

SAFETY FIRST

With the continuing colder weather, I imagine that most of us will be staying inside and working on our airplanes and possibly some new kits or ARF's. I want to remind you to be safety conscious when using adhesives and solvents. CA, acetone, glue, and other chemicals can emit some pretty powerful fumes, especially if you are working in an enclosed area. Work Safe.

See You at the Field,
(If it ever warms up)
Gene Fuson
Safety Officer

TRI-LAKES R/C FLYING CLUB

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