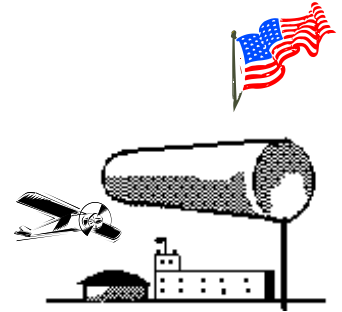


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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MARCH 2011

AIRPLANES AND SNOW



What do you do if the weather won't allow you to fly? Well many of us get busy in the shop building something to fly when the weather gets better. Or if you're a kid like our junior member, James Woodruff and his cousin, you take advantage of the weather, pack a cooler with snow to make snow blocks and build an igloo. Past Club President, Dave Medley, somehow got involved with the activity and had a picture taken. Not sure how the airplane got in the picture or who it belongs to, but it gave the picture an aeronautical theme. It's great to be young and energetic. Maybe we will see James out flying that plane later this spring.

THE PRESIDENT'S CORNER

One of these days the sun will shine and the wind won't blow and we will be able to get out and enjoy our sport again! However some of us have braved the cold weather and got in a few flights.

It was nice having a good group at the February meeting. It was a close call but the bad weather held off long enough for us to get the meeting in. I realize that everyone can't make the meetings because of other commitments, but it is nice to have as many members as possible attend so that what ever is decided is what the majority wants.

We have had many discussions on how to get more participation, from the less proficient fliers, in our fun flies. There has been an effort made to hold events that the newer pilots were comfortable with. Up to this point we haven't had much success. I think the only way we will get this done is to have newer pilots come up with some events they would like to see held. It doesn't have to be fancy just enjoyable. If we can get enough fliers to participate maybe we can hold some events just for them, or some other adjustment to encourage them to participate. Make some suggestions! I know we have a top gun award at the end of the year for the pilot who scores the highest points that year, but don't let that keep you from joining in the fun fly.

Our fun flies are intended to urge the less experienced fliers to push the envelope a little and improve their flying skills. There is no shame in not completing an event. In fact you should be proud that you made the effort to do something that you normally wouldn't try. I know I'm glad when I see a pilot attempting things that they thought were out of their reach. Just don't get too into the program to a point where you crash your plane. Think about it and let's get the FUN back in the fun flies for all members.

If you haven't flown for a while or think you

need help with your plane don't hesitate to ask for help. I'm sure there is more than enough help available. We have three instructors who are also intro-pilots more than willing to help if you just ask.

Hope to see you at the meeting. If not, see you at the field.

Howard

YOUR 2011 DUES A DUE!!

Below are the names of the 18 members that are current in their 2011 Club dues.

Pat Adams, Rick Almond, Bud Austin, Sid Beckham, Fritz Corbin, Gene Fuson, Jim Halbert, Don Johnson, Reeder Jones, Tom Mckenzie, Dave Medley, Dick Peterson, Erv Rohde, Howard Shire, Roy Steinestel, James Woodruff, John Woods and Homer Zobel.

If you feel your 2011 Club dues are current but you are not on the above list contact Roy Steinestel for needed corrections.

TRI-LAKES FINANCIAL STATEMENT 2011

		FEB	Y T D
BALANCE	2/1/2011	\$ 1,240.14	\$ 1,345.14
INCOME-DUES -----		\$ 580.00	\$ 900.00
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ -	\$ -
INCOME-50/50 -----		\$ 4.00	\$ 4.00
INCOME-MISC -----		\$ -	\$ -
EXPENSE-FIELD -----		\$ 25.00	\$ 450.00
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ -	\$ -
EXPENSE-AMA -----		\$ 105.00	\$ 105.00
EXPENSE-Web -----		\$ -	\$ -
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC -----		\$ -	\$ -
BALANCE	3/1//2011	\$ 1,694.14	\$ 1,694.14

MEETING MINUTES

TRI-LAKES RC FLYING CLUB

FEBRUARY 8, 2011

President Howard Shire opened the meeting at 6:00 PM, at the Coachlight Clubhouse. All Officers were present. There were 11 members present including the officers. There were no guests at the meeting. Fritz Corbin won the 50/50 split the pot. He received \$4 of the \$8 pot.

Committee Reports:

Treasurer Roy Steinestel reported that there was \$1,240.14 in the bank. He also said he had some checks for 2011 dues that were not included in that total.

The minutes of the January meeting were approved as printed in the February Newsletter.

Old Business:

None.

New Business:

Pat Adams suggested that the Club should upgrade the flying field facilities by possibly adding a floor to the shelter.

Fritz Corbin suggested we replace the safety fence and possibly make it higher.

The consensus was that we wait until the weather warms up before pursuing any improvements to the field.

It was also decided not to pursue the 2011 Leadership Club program and thereby avoiding the cost of Leadership Club pins.

By consensus the Club decided to continue providing flight demonstrations and training for the Scouts and LUC boys ranch. Dave Medley will follow up on determining the dates for these events.

It was decided to continue with having three

Intro Pilots – Erv Rohde, Howard Shire and John Woods. It was felt this was a necessity for introducing prospective members to RC flying.

Program:

Gene Fuson passed out New Year's Day certificates to those in attendance that flew New Year's Day.

The meeting was adjourned at 6:50 PM.

THE EDITOR'S NOTE PAD

It has been a fairly tough winter although a few of us have gotten in a few flights. Along with the approach of spring it is time to cut our Club membership to only those that are current in their 2011 Club dues. That process includes notifying AMA that those with unpaid dues are no longer a member of the Club. Of course unpaid up members will no longer be eligible to fly at the Club field nor receive a Club discount at TPA Hobbies. Nor will they be given the new combination to the lock on the gate.

At present we have 18 members that are current in their dues including one Associate member and one Student member. This means that we have about 10 of last years members that have not renewed their membership. Hopefully when the weather gets better several will decide to renew their membership and we will be more than happy to put them back on the Club Roster.

The following is somewhat of a safety article. On New Year's Day I decided to fly my reliable 4-Star-40 and it took off doing a slow roll to the left and splatter in the middle of the runway. Deciding to rebuild it, I discovered some things I should have found before I took off. The left aileron plastic clevis was broken as was the control horn (I make my own out of 1/16 ply). This could have happened either before or during the crash. After rebuilding the model I discover that the left aileron servo had

NOTE PAD CONTINUED ON PAGE 4

TRI-LAKES R/C FLYING CLUB

PRESIDENT

HOWARD SHIRE 779- 5069

VICE-PRESIDENT

GENE FUSON 538- 9346

SECRETARY

DON JOHNSON 779-5340

TREASURER

ROY STEINSTEEL 739-4692

SAFETY OFFICER

GENE FUSON 538- 9346

FIELD MARSHAL

BUD AUSTIN 561-4466

INSTRUCTORS

ERV ROHDE 538-2439

HOWARD SHIRE 779-5069

JOHN WOODS 338-8419

**THE NEXT CLUB
MEETING WILL
BE MARCH 8TH,
6:00PM, AT THE
COACHLIGHT
TRAILER PARK
CLUB HOUSE**

SAFETY FIRST

If you are building an ARF or have a new RTF airplane, make sure you check all of the pre-assembled parts or sections of the aircraft. Don't trust the airplane to be a safe one, check it out before you take it out for the maiden flight. Look at the glue joints, any hinging that has been done, and in general, anything else that might be of suspect quality construction. Some manufacturers seem to do a better job than some others, but check it out anyway. You just might save yourself from an accident that could be prevented.

Gene Fuson
Safety Officer

NOTE PAD CONTINUED FROM PAGE 3

stripped gears. After replacing the servo everything checked out OK. Still not sure if the problem with the left servo happened before the crash or during the crash. Since I had a spare 2.4 gig receiver, I decided to convert the plane from Channel 47 to 2.4. During the process of setting the controls I noted that the aileron servos did not center on the 2.4 transmitter but did on the channel 47 transmitter. Checking the Channel 47 transmitter I found the aileron trim set all the way to the right. Hmm. Thinking back, I remember that on the last flight with this plane, before New Year's Day, the plane really wanted to go left and I had to move the trim way to the right to get level flight. But since it then seemed to fly OK I forgot about it. The moral of the story is that if something unusual happens while flying, check it out until you find what is wrong. I'm sure a decent pre-flight check would have shown an aileron problem before take off.

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

