

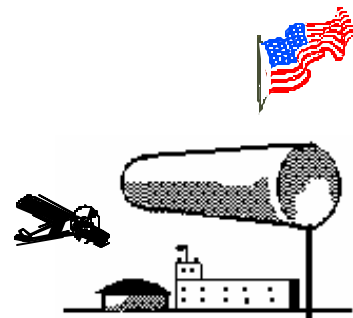
# THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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CLUB WEB SITE <http://www.bransonrc.org>



VOLUME 9 ISSUE 4

APRIL 2002

## APRIL MEETING

APRIL 9, 7:00 PM

Meet at the BRANSON COMMUNITY CENTER.

## Program

Bring your new planes and projects in progress for show and tell.

## THE PRESIDENT'S CORNER

Well the wind and rain haven't been to cooperative this month! A few brave souls ventured out to fly, but us old chickens are waiting for better weather.

The shaft on the deck of the Craftsman mower has been replaced, new blades have been put on, and the oil in both mowers has been changed so it looks like we are in pretty good shape for this flying season. Brian Jones has the sign from the corner and hopefully he will have it ready for the fun fly.

Don't forget that we have a workday coming up on the 6<sup>th</sup> of April. If the weather is favorable we should be able to accomplish quite a bit of work in a short period of time. Bring along your shovel and rake and lets see what we can do to get the field in good shape for this season. Oh! Don't forget to load a plane we will be flying after the work is done.

Howard

## TRI-LAKES R/C FLYING CLUB

### PRESIDENT

HOWARD SHIRE 779-5069

### VICE-PRESIDENT

RAY DIXSON 870 426-4310

### SECRETARY & EDITOR

DON JOHNSON 779-5340

### TREASURER

ERV ROHDE 538-2439

### SAFETY OFFICER

DAVID RICE 335-8709

### FIELD MARSHALL

BRIAN JONES 334-8833

### INSTRUCTORS

MIKE ANDERSON 272-3155

RAY DIXSON 870 426-4310

ROSCOE FUDGE 336-5841

DON LIVERMORE 823-8899

ERV ROHDE 538-2439

JOHN WOODS 338-8419

## TRI-LAKES FINANCIAL STATEMENT

		MAR	Y T D
BALANCE	2/1/2002	\$ 2,293.28	\$ 1,989.43
INCOME-DUES	-----	\$ 40.00	\$ 835.04
INCOME-SHIRTS&CAPS			\$ 5.00
INCOME-FOOD	-----		\$ 23.50
INCOME-50/50	-----	\$ 11.50	\$ 33.50
INCOME-MISC	-----		\$ -
EXPENSE-FIELD	-----	\$ 198.00	\$ 598.00
EXPENSE-NEWSLETTER			\$ 57.36
EXPENSE-SHIRTS&CAPS			\$ -
EXPENSE-FOOD	-----		\$ 29.33
EXPENSE-AMA	-----		\$ 55.00
EXPENSE-MISC	-----		\$ -
BALANCE	3/1/2002	\$ 2,146.78	\$ 2,146.78

# MEETING MINUTES

## TRI-LAKES R/C FLYING CLUB

March 12, 2002

President Howard Shire opened the meeting at 7:05 p.m. at the Branson Community Center. All officers were present and there were 19 members present. The minutes from the February meeting were approved as written in the March Newsletter.

Treasurer Erv Rohde reported a balance of \$2,293.28. The 50/50 raffle was won by new member Bill Heinzl and he received ½ of \$23.00.

New member, Bill Heinzl joined the Club just before the meeting. There were no guests at the meeting.

**Committee Reports:** A couple of the alternate flying field search committee members commented on a couple of potential flying sites but neither was acceptable; either from the standpoint of location or cost.

### **Announcements and Old Business:**

President Howard Shire announced that the Club had received the signed 2002 lease on the Club flying field property. He also announced that the Club had received our 2002 AMA Club Charter and Certificate of Insurance. A copy of the Insurance Certificate has been forwarded to the field landowner.

In the absence of Mike Anderson, Don Johnson announced that the Weather Station was now a viable project since 14 have agreed to share in the cost and a sponsor said he would donate \$120. The price per member was set at \$35 and seven members paid their commitment at the meeting. It would be good to get another sponsor and/or a few more members to contribute to take care of any possible overruns.

### **New Business**

The next Fun Fly is April 13th. There will be hot dogs and sodas at the fun fly. Arrangements have also been made to service the Port-a-Potty before the Fun Fly.

Also there will be a workday at the field on April 6<sup>th</sup>, one week before the Fun Fly, to correct a few minor problems. Work will begin at 9:30 AM. Fly

after the work is done.

Still in the area of field maintenance, the Club voted to buy another 100' of orange safety fencing to repair a few holes in the current safety fence and to treat the field for grubs so the armadillos don't dig up the grass.

### **Program**

For Show and Tell, Bob Miller brought in a One meter R/C sailboat. Looked real nice and was named after his wife. Think he said he sails it competitively. ----- Virgil Mood brought in a ready made Speedy Bee that's ready for the engine and electronics. ----- Joe Major brought in a Balsa USA North Star that is in the final stages of construction. It is an amphibian and will fly off land and off water with the wheels removed. He also had a gas engine from an ultralite (about 10 hp) that he would sell for \$50. - ---- David Rice showed off an old electric helicopter that someone had given him. ---- Larry Gliser brought in a Graupner Topsy made of foam that he says flies great. He also showed his Pop Fly (Zagi like small wing) powered by a Speed 280 on 7 – 250 mAH Nicads. He also brought along a couple of planes still in the box. A Hobby Lobby ProJet99 and a Radical Edge 540.

The Meeting was adjourned at 7:57 PM.

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## NEW MEMBER

We had a new member join the Club just before the March meeting, bringing the current Club membership to 47.

He is Bill Heinzl. Bill and his wife Sharon live in Kimberling City. Phone 417 739-2659 & e-mail sheinzl@inter-linc.net.

Welcome to the Club Bill, we are happy to have you join us.

## THE EDITORS NOTE PAD

It's finally spring but not sure the weather is even as good as it was during the winter. Not sure how many times many of us have driven out to the flying field only to find too much wind to safely (for the airplane) fly.

But maybe that will change if we can get our weather station up and running! Be nice to check the Club web page and see if the wind is 5 or 25 mph before leaving for the field. Fourteen individuals and a sponsor said they would financially support a weather station and seven members have already given their \$35 to Erv Rohde. The purchase of equipment and installation can begin as soon as all the commitments are in. Also contributions by additional members would be appreciated to take care of any cost overrun that may occur.

Our current membership is 47 and is exactly the same as this time last year. If your name does not appear in the Current (2002) Club Members list (to the right), you have been dropped from the Club Roster and AMA has also been notified that you are no longer a Club member. T.P.A. Hobby Center, which gives Club members a discount, has also been supplied with an updated member list. So if you haven't paid your 2002 Club dues and want to fly at the Club field and/or get a discount at T.P.A., best get your dues to Erv Rohde A.S.A.P.

Don't forget the Club Fun Fly on Saturday, April 13th, BBQ at noon and Fun Fly Starts at 1 PM. Events will be simple. A couple of other events to think about. S.M.A.L.L. (Small Model Aircraft Lovers League) will be held in North Little Rock on May 31st thru June 2nd. No engines over .26 cu in. Great low pressure Fun Fly for all kinds of small models. Also start thinking about the Float Fly at Lake Springfield in August, Almost any plane can be equipped with floats.

Time to land for this month !

## CURRENT (2002) CLUB MEMBERS

The following members are current in their 2002 Club membership. If you are not on the list but feel you should be, contact Erv Rohde.

Gary Acton, Ken Adams, Erin Anderson, Mike Anderson, Dean Baerwald, Sid Beckham, Rich Berthold, Del D'Alessandro, Paul Denney, Karen Dixon, Ray Dixon, Philip Equi, Roscoe Fudge, Larry Gliser, Walt Hadley, Jim Halbert, Herman Hanebrink, Bill Heinzl, Nicholas Ingenthron, Steve Ingenthron, Don Johnson, Brian Jones, Reeder Jones, Curt Krause, Ed Kreiner, Don Livermore, Annette McEvoy, Jack McEvoy, Tom McKenzie, Joe Major, Gary Metzger, Bob Miller, Steve Miller, Virgil Moon, James O'Marr III, Roy Pepper, Henry Racette, Robert Reynolds, David Rice, Jack Roeger, Erv Rohde, Bill Rose, Howard Shire, Robert Smith, Ray Womack, John Woods and Homer Zobel.

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## WEATHER STATION CONTRIBUTERS

The following people have contributed \$35 toward the Clubs proposed weather station.

Ray Dixon, Don Johnson, Reeder Jones, Bob Reynolds, Virgil Moon, Howard Shire and John Woods.

The project will get under way as soon as all those that pledged to support the weather station have done so

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Below is Ray Dixon's Fiesler Storch on either it's first or second flight. Did well until it sagged into the weeds on the landing approach. But not to worry, after repairs it is back in the air again.



# Fun Fly

When? April 13th

BBQ starts at noon—pilot's meeting at 1 PM

Where? Rocky Top Field

There will be three events. This is the first Fun Fly of the year and a chance to earn TOP GUN points for 2002.

Pilots can use any heavier than air aircraft they want in any event.

Novice pilots (meaning new or inexperienced) are encouraged to enter and can have an instructor stand by or be on a Buddy Box in case of trouble.

COME JOIN THE FUN, CHEER OR JEER YOUR FAVORITE PILOT AND TAKE YOUR SPOUSE OUT TO LUNCH AT THE SAME TIME. IT DOESN'T GET ANY BETTER THAN THAT.

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## FIELD WORK DAY

APRIL 6TH 9:30 AM

ROCKY TOP FIELD

A work day is scheduled for Rocky Top Field on April 6th at 9:30 AM. The field needs a little filling in in a few spots and the work should not take very long—maybe about an hour. Bring a shovel and/or rake. Also bring along your planes so we can fly after the work is done.



Left is Gary Metzger's Northeast Sailplane Lil' Luscomb with Speed 280 power. This plane flies very well and even does good in the wind. Of course Gary had to hotrod it and replaced the gearbox with a ball bearing unit which made it fly even better. That is until he borrowed a battery and it slipped down into the tail during flight. Not a pretty sight!

# Landing

by Walt Gerfen

“Flying is the second most thrilling thing known to man—landing is the first!”

“Takeoffs are optional—landings are mandatory.”

“Flying is hours of boredom punctuated by moments of pure terror.”

These old clichés all have a basis in truth, but landings need not be that intimidating. I have noticed that some pilots land by forcing the airplane down to the runway with down-elevator stick, while the airplane still has too much airspeed. The airplane then bounces one or more times while it continues to fly, before finally slowing down enough to stay on the runway.

The optimum landing is achieved by running out of flying airspeed and touching the runway at the same time. To achieve good landings, the pilot must know his airplane. Each different airplane will have different flight characteristics that relate to the size of the airplane, the airfoil of the wing, the wing loading (i.e. the ounces of weight per square foot of wing area), the geometry of the flying surfaces, location of the center of gravity (CG), etc.

Most airplanes are power-trim sensitive—as power is increased, airspeed increase produces more lift. So in order to maintain level flight, elevator trim must be adjusted for each power setting. Higher power settings require down-trim, and conversely lower power settings require up-trim. Aerobatic airplanes with symmetrical airfoils and zero incidence settings are less sensitive to speed changes.

When you are done boring holes in the sky and it is time for landing, use a low power setting and enough up-trim to maintain level flight as you enter the landing pattern. The altitude of your downwind leg should be determined by the low speed glide ratio of your aircraft. The flatter the glide, the lower the downwind leg altitude should be.

Reduce power again as you make your base leg turn to start your descent. Be sure that the nose doesn't drop in the turns, as this will cause the speed to increase and your final approach will be too fast and too low at the threshold.

As you turn to final, reduce power to idle, keep the airplane level with just enough up-elevator to maintain a slow glide to the runway. When you are several feet above the runway, add a little more up-elevator to keep it off the ground as long as you can. It will then run out of flying speed and touch down at the same time.

To summarize—know your aircraft, learn how slow it will fly without stalling. Practice low speed stalls at altitude to learn what the stall speed is. When it stalls does it fall off on one wing (tip stall), or does it just mush straight ahead and drop the nose until flying speed is regained? Practice gliding with the engine at idle to learn the low speed characteristics and trim required to glide hands off. Set the engine to the lowest maintainable rpm.

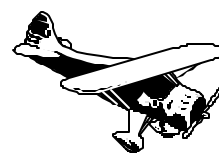
Fly a consistent landing pattern. This pattern altitude may vary for each different airplane you fly, but try to keep the rest of the pattern the same.

Practice touch-and-goes holding the airplane off the runway as long as you can. If it won't settle, then you are going too fast. Remember, airspeed is controlled with the elevator trim. You will probably be surprised how slowly your airplane will continue to fly without stalling.

This all sounds simple, but takes a lot of practice to do it right every time. Flying the landing pattern consistently the same way will result in good approaches and good landings. I like to burn a tankful at each flying session doing dozens of touch-and-goes to keep current on my landings.

from the newsletter of the Skagit R/C Club  
Jerry Odell, editor  
Burlington WA

Feb 2002 National Newsletter



# **SAFETY COMES FIRST** by Safety Officer David Rice.

We can only enjoy our hobby if we do it safely. As a reminder, below is a review of a few of the Club's Safety Rules and Regulations.

- 1. All members are expected to know and adhere to the SAFETY RULES set down by the TRI-LAKES R/C FLYING CLUB and the ACADEMY OF MODEL AERONAUTICS (AMA) and to use common sense when operating or observing any R/C aircraft.*
- 2. Pilots must be insured by the AMA and have in their possession their current AMA identification card.*
- 3. Guests of Club members must be AMA members and may use the flying field for a period of two weeks. If guests exceed the two-week period they will be required to purchase an Associate Membership.*

A complete list of the Club Safety Rules and Regulations are on the Club Web Site at [bran-sonrc.org](http://bran-sonrc.org) or can be obtained from the Club Secretary.

David

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## **COMING EVENTS**

**April 13, Fun Fly, sponsor -Tri-Lakes R/C Flying Club, Site—Rocky Top Field. Pilots meeting at 1 PM, hot dogs and sodas available around noon.**

May 31-June 2 S.M.A.L.L. Fun Fly. Restricted to engines of .26 cu in or less. Burns Park, North Little Rock, AR (formerly held at Maumelle,AR. See April Model Aviation schedule for more info.

**June 15, Fun Fly, sponsor -Tri-Lakes R/C Flying Club, Site—Rocky Top Field. Pilots meeting at 1 PM, hot dogs and sodas available around noon.**

### **TRI-LAKES R/C FLYING CLUB**

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