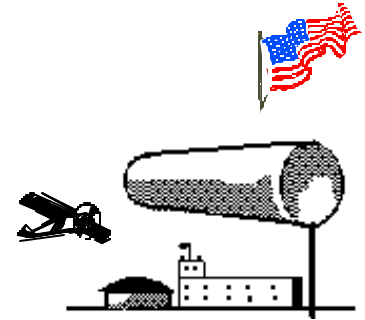


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB
 EDITOR - DON JOHNSON - 272-33 SOUTH PORT LN, KIMBERLING CITY, MO 65686
 (417) 779-5340 e-mail dmj@tri-lakes.net
 CLUB WEB SITE <http://www.bransonrc.org>



VOLUME 10 ISSUE 4

APRIL 2003

APRIL MEETING

APRIL 8, 7:00 PM

Meet at Rocky Top Field. In case of severe weather meet at the Branson Community Center.

Program

Fly before the meeting. Bring your new projects for Show and Tell.

THE PRESIDENT'S CORNER

We have received the signed lease for 2003.

The weather has been a little more cooperative this month. It has been a little windy but we have managed to get in a few good days of flying.

Homer has the Diazinon down, and the club trainer is about ready to go. The receiver has been installed and will be flying

TRI-LAKES R/C FLYING CLUB

PRESIDENT

HOWARD SHIRE 779-5069

VICE-PRESIDENT

RAY DIXSON 870 426-4310

SECRETARY

ANNETTE McEVOY
417 883-9630

TREASURER

ERV ROHDE 538-2439

SAFETY OFFICER

ROSCOE FUDGE 336-5841

FIELD MARSHALL

HOMER ZOBEL 779-1735

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

on channel 49. The plane will have to be balanced and the throws checked before it can be used.

When I went to put the radio on charge I noticed that the charger is missing. If anyone knows where it's at or where it went please see that it is returned. Luckily Don Johnson had a charger in the equipment he included with the transmitter.

Hope to see you at the field.

Howard

TRI-LAKES FINANCIAL STATEMENT

		M A R	Y T D
BALANCE	03/01/2003	\$ 1,340.12	\$ 954.61
INCOME-DUES	-----	\$ 290.00	\$ 1,257.60
INCOME-SHIRTS & CAPS	-----	\$ 10.00	\$ 10.00
INCOME-FOOD	-----	\$ -	\$ -
INCOME-50/50	-----	\$ 6.50	\$ 23.00
INCOME-MISC	-----	\$ -	\$ 7.00
EXPENSE-FIELD	-----	\$ 237.22	\$ 637.22
EXPENSE-NEWSLETTER	-----	\$ 40.00	\$ 90.59
EXPENSE-SHIRTS & CAPS	-----	\$ -	\$ -
EXPENSE-FOOD	-----	\$ -	\$ -
EXPENSE-AMA	-----	\$ -	\$ 105.00
EXPENSE-Web	-----	\$ -	\$ -
EXPENSE-meeting room	-----	\$ 20.00	\$ 60.00
EXPENSE-MISC	-----	\$ -	\$ 10.00
BALANCE	04/01/2003	\$ 1,349.40	\$ 1,349.40

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

MARCH 11, 2003

President Howard Shire opened the meeting at 7:04 P.M. at the Branson Community Center. All officers were present. There were 13 members and 1 prospective member Charles Mitzel and his son Danny present. The minutes from the February meeting were approved as written in the March Newsletter.

Treasurer Erv Rohde reported that the balance as of March 1st was \$1,340.12. The 50/50 raffle was won by John Woods who received ½ of \$13.00.

Committee Reports:

There were no committee reports.

Announcements and Old Business:

The lease and AMA dues have been paid. No correspondence regarding either has been received.

Erv Rohde reported that the electric bill for this coming year has doubled and that we have 42 paid members as of today. He also reminded anyone that hasn't renewed their dues will be dropped from the roster and that any member that doesn't have a current AMA card is not allowed to fly at our field until proof of current AMA card is presented.

Ray Dixson announced that we are still trying to locate a transmitter for the club trainer. A motion was made, seconded and passed to buy Don Johnson's radio, at a special price for the club of \$40.00, for the trainer.

New Business:

Howard Shire brought up field maintenance and said we need to treat for grubs. He also said the tractor is ready for use for the new season.

The club received a letter from HobbyTown USA and it was read to the members announcing an opening of an Ozark location on March 22nd. (more like mid Apriled)

A reminder to all of the upcoming Fun Fly on April 12th. Howard Shire volunteered to cook the hot dogs. Mike Anderson wasn't there to fill us in on what the events will be this time. There was discussion regarding the now defunct refrigerator (which is the major cause of the higher electric bill). If anyone has knowledge of a refrigerator looking for a new home please let us know.

There was also discussion regarding the location of the next meeting. Since daylight savings begins on April 6th we could hold it at the air field if the weather permits.

Ray Dixson announced that he will be doing a flight demonstration at Branson Middle School for the 6th grade on Friday March 14th from 1:30 to 2:30.

Program:

Gary Metzger brought his newly completed 12 pound Four Star 120 featuring a 26 Zennoah and D-tube wing among other modifications. ** Roscoe Fudge just received a new Stinger 120. It is still in the box and will be his next project. ** Joe Major has a Saito 180 that has had 3 or 4 tanks of fuel run through it for sale for \$275.00 (costs \$400. new). Comes with 2 props and still has a three year warranty on it.

The meeting adjourned at 7:46 P.M.



Another one of Jim Halbert's original creations. This one harks back to his free flight days. It has a balsa covered foam wing with cutouts and is powered by a 400 size blushless motor which gives it plenty of power.

THE EDITOR'S NOTE PAD

Don't forget that the April meeting will be at the flying field, not at the Community Center, unless the weather is bad. Come out and fly before the meeting.

The cutoff date for Club dues has come and gone and about 15 members were dropped from the Club. However we picked up five new members during this last month giving the Club a total of 47 current members. Checking back a little this is exactly the same number of paid up members we had at this time last year and, believe it or not, the same number of paid members the year before. So it looks like the Club is off to another year with a solid membership base.

Also looking at the financial statement we have about a \$1,350 balance after 2003 AMA fees and field rent has been paid. With no large expenses expected this year the Club seems to be in good financial shape.

Been noticing that the housekeeping at the field is looking a little scruffy. One of the main Club Rules is **"if you bring it to the field, you take it home with you"**. This includes, but is not limited to, food wrappers, drink containers, rubber bands, broken props, bits and pieces of airplanes and **cigarette butts**. Also the holes in the cable reels along the pit area are not for putting trash into, eventually someone has to get rid of that trash. The Club has no trash service at the field, **each member is responsible for removing his or her own trash from the field or the trash of their guests!**

Got our first full-fledged Fun Fly coming up on

NEW MEMBERS

We gained five new members since the March meeting.

John Tweedle and son Jake are new Club members. They live in Branson.

Charles Mitzel and son Daniel also are new Club members and they live in Kissee Mills.

The latest new member is Ron Richardson and he lives in Harrison, AR.

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

Saturday, April 12th. Fun Fly Director, Mike Anderson. Has three events planned to showcase the Club's piloting skills. Although some of our members will have some fierce but friendly competition to win points for the coveted 2003 Top Gun Award, the rest of us can still have fun competing and maybe winning some of the events. It also accelerates learning piloting skills. For those that are a little hesitant to enter into the Fun Fly events, the Club would like to encourage you to participate. You do not have to compete in every event and you can get some help or assistance from one of the instructors. Also understand that Howard Shire is planning on burning the dogs for lunch just before the Fun Fly. So it should be a good time for both participants and spectators.

Time to land for this month.

Words of wisdom from Club Safety Officer Roscoe Fudge

Always be vigilant. Observe your surroundings and all activities close to your proximity. Observe and practice all Club and AMA safety rules. Negligence causes accidents.

Roscoe

Fun Fly

When? APRIL 12th

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

Where? Rocky Top Field

There will be three events.

SKY BOWLING This event returns by popular demand (actually just Mike likes it but he's the Fun Fly Director). Take off with the bowling ball attached to the aircraft and try to knock over the ten bowling pins by dragging the ball through the pins. Each pilot gets five passes. In the event that a strike or spare is made in less than five passes the pins will be reset for the remaining passes. Highest pin count wins.

CARRIER LANDING Take off and do five touch-and-goes (in same direction) within two lines on the runway spaced about 30 or 40 feet apart. Time starts when wheels leave the ground on takeoff and ends when the wheels touch on the fifth touch-and-go within the two lines. Low time wins.

KAMAKAZI BUST *..... Pilot takes off and calls for helium balloon to be released from runway center. This also starts the stopwatch. Break the balloon before it reaches the stratosphere.... 3 chances. Low time wins.

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

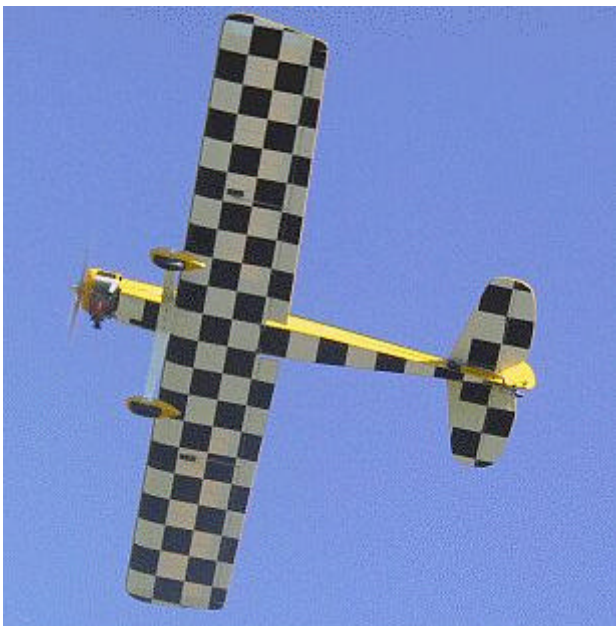
Novice pilots (meaning new or inexperienced) are encouraged to enter and can have an instructor stand by or be on a Buddy Box in case of trouble.

*** In case there is a westerly wind blowing in the pit direction, a different event will be substituted for the KAMAKAZI BUST.**



Above is Ray Dixon's P-51D ARF with a LCV 1.20 engine. This engine has a horizontal piston that rotates giving the equivalent of a 2 to 1 gear reduction. Looks great in the air on a fly by with landing gear retracted. At right Ray shows one of the maneuvers it can do, like landing on its nose.

Below left is Gary Metzger's Four Star 120 ARF. Gary has added some of his own styling, like wheel pants, rounded wing and



tail tips, D-tube wing and a cowl. Think it has a Zenoah 26 engine. The lower picture shows the Four Star in flight over Rocky Top Field. Looks like Gary put a lot of time into putting a checker board pattern on the bottom of the plane.

Rumor is that Joe Major went to St. Louis, to a swap meet, sold a bunch of his stuff and came back with the 100 inch + Stinson Reliant shown in the photos below. Believe that the Stinson also has a Zenoah 26 engine. Looks very impressive both on the ground and in the air.



You can fly right side up, now try inverted flight

By Jose Vazquez

You have mastered flying right side up, or so you think. Your next challenge is to fly upside down.

While not required for all, knowing how to fly inverted could save your airplane.

I remember the first time I flew an airplane with flaps. After a brief takeoff with full flaps, my model started to loop and was on its way back to the ground. Since the flaps were new to me, I didn't realize what kind of effect they would have on the aircraft. I was even less familiar with the flap knob so I was not able to make a correction using it. My solution was to stop the loop by flying the air plane inverted while I cleared my mind and readjusted the flaps.

Flying inverted can save your airplane in many other instances, such as when your model drops from a hover or when you are not able to complete that low pass loop.

So how do you do it? It's easy. When inverted, two of your controls—the elevator and the rudder—will feel like they are reversed. The ailerons will feel this and turn the air plane in the same direction as if it were flying right side up. The easiest way to learn to fly inverted is by starting a loop (make sure you are at least 200 feet up for safety). When you reach the top of

the loop, try to keep flying while inverted, like an immelman without the roll. This will require you to apply down elevator (stick away from you) and steer/maintain level flight with your ailerons. Note that you will apply down elevator to raise the airplane's nose and up elevator to bring the nose down (opposite of what you've already learned). If you feel uncomfortable, just pull on your elevator and complete the loop.

Once you can hold the airplane steady for a while, use your ailerons to fly it like you would during regular flight. Fly a pattern around and do some figure eights. When you feel comfortable with this, you can start to use the rudder to make your coordinated turns, but remember that now the rudder acts opposite what it does when you're flying right side up.

From there, it is up to you to see how many maneuvers you can accomplish while inverted—loops, snaps, spins, etc. You can also perform a half roll to get your airplane inverted, but I do not recommend that when you are starting out since there is a greater loss of altitude involved if you make a mistake.

from the newsletter of the
Low Country R/C Fliers Club
Jose Vazquez, editor

NATIONAL NEWSLETTER
March 2003

TRI-LAKES R/C FLYING CLUB

Don Johnson - Editor
272-33 South Port Ln
Kimberling City, MO 65686

