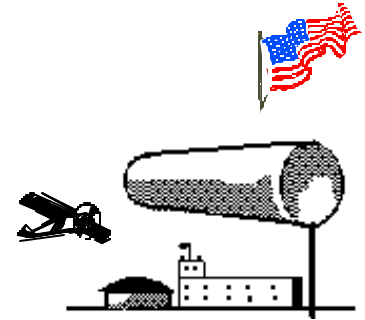


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB
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VOLUME 10 ISSUE 5

MAY 2003

MAY MEETING

MAY 13, 7:00 PM

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

Program

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

THE PRESIENT'S CORNER

Well it is now May and the March winds and the April showers should be ending soon. John Woods has the club trainer set up and we should be ready for a good season of flying.

At the last meeting we set a workday for Saturday May 17th. If we can meet at the field about 9:00 we should be done so we could fly by 10:00 or 11:00. There isn't a lot of work to be done and many hands will make the load light. We need to burn the burnable trash that has ac-

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cumulated and try and pick up as many rocks as we can to help preserve our mowers. We will need to move a small pile of dirt from the north end of the field, which can be used to fill in the holes in the flying field. Bring a shovel and rake if you have one.

Have fun and I hope to see you at the field.

Howard

BALANCE	04/01/2003	\$ 1,349.40	\$ 954.61
INCOME-DUES	-----	\$ 40.00	\$ 1,297.60
INCOME-SHIRTS&CAPS		\$ 5.00	\$ 15.00
INCOME-FOOD	-----	\$ 53.75	\$ 53.75
INCOME-50/50	-----	\$ 4.00	\$ 27.00
INCOME-MISC	-----	\$ -	\$ 7.00
EXPENSE-FIELD	-----	\$ -	\$ 637.22
EXPENSE-NEWSLETTER		\$ 7.40	\$ 97.99
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD	-----	\$ 28.20	\$ 28.20
EXPENSE-AMA	-----	\$ -	\$ 105.00
EXPENSE-Web	-----	\$ 167.40	\$ 167.40
EXPENSE-meeting room		\$ 20.00	\$ 80.00
EXPENSE-MISC	-----	\$ -	\$ 10.00
BALANCE	05/01/2003	\$ 1,229.15	\$ 1,229.15

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

April 8, 2003

President Howard Shire opened the meeting at 7:11 P.M. at the Branson Community Center. All officers were present. There were 9 members and guest Marilyn Adams attending. The minutes from the March meeting were approved as written in the April Newsletter.

Treasurer Erv Rohde reported that the balance as of April 1st was \$1,349.40. The 50/50 raffle was won by Don Johnson who received ½ of \$8.00.

Committee Reports: None

Announcements and Old Business: The signed lease form has been received as has the AMA charter and insurance renewal. Due to a 70% rate increase, AMA announced that they have changed insurance carriers to Westchester Surplus Lines who is rated as an A IX company. Howard Shire reported that the field has been treated for grubs, the mowers are both ready for use, however the Craftsman mower will probably need a new battery.

The club trainer still needs the throws checked and to be balanced. Ray Dixson and John Woods were asked to see that we get what we need to have it ready for use.

Mike Anderson was presented with his New Year's fun fly certificate.

Ray Dixson reported a lot of interest among the sixth grade class that he and Howard recently put on a flight demonstration for.

Roscoe Fudge brought everyone current on the news of Bill Rose being back in the hospital again. His condition is not real good at the present time due to blood pressure among other problems. He also had recently visited Virgil Moon who is getting around without a cane now and is recovering well.

A discussion was held regarding the concern about non members flying at the field. Club policy is a non member may fly TWICE. If they wish to use the field after the second time they must become a member. A reminder to all members, you MUST have a current AMA card or you do not fly here! Everyone is also reminded that absolutely NO ALCOHOL is allowed at our field. It was decided that we post the club rules in the shelter area – these rules MUST be followed, no exceptions.

New Business: The upcoming fun fly was discussed. Mike Anderson said that the events will consist of the Sky Bowling event like we had on the New Years fun fly, the Carrier Landing with 5 timed touch & go landings and the Kamikaze Balloon Bust which will be replaced with a timed loop and roll event if the wind should present a problem with the balloons. A hot dog BBQ will be at noon with the events immediately following.

A big thank you to Sheldon Wolfe, future member for his donation of the two additional spools for the field.

Howard Shire brought up the need for a work day to get the field in shape and “spiffed up”. After a discussion it was decided that May 17th at 9:00 A.M. will be allotted as the work day this year. We'll need some volunteers to help fill pot holes, burn old spools, etc. Please help out in this endeavor if at all possible.

One of the neighbors down the road put out no hunting signs and volunteered to put up a few along our property lines.

A discussion regarding first aid kits at the field was held. Gary Metzger said that he always has one with him. Howard Shire said that he would check the one in the shed and see that it is updated with current supplies.

There will be a garbage can in the shelter area for the time being. Mike Anderson has volunteered to oversee it being maintained. Everyone is asked to PLEASE take everything that they brought with them home. It should not be another member's responsibility to clean up after you.

Mike asked what everyone would like to see on the web site. He said that several members have mentioned they would like to see it updated and asked for suggestions.

If anyone has knowledge of a refrigerator looking for a new home please let us know.

Program: Don Johnson brought his completed Jim Ryan design Speed 400 powered Corsair which weighs in at 16.9 oz. along with his P-47 (also Jim Ryan design Speed 400). They are both glassed and air brushed featuring Du-bro mini hardware for the ailerons. ** John Woods brought pictures of his “flying cars/trucks” from the Super Bowl Dome in New Orleans. Next stop is New York City. These cars are really attracting a lot of attention and soon will be joined with a Dodge Intrepid, Cross Fire, and Jeep (Renegade?) – all 90% size!

The meeting adjourned at 7:55 P.M.

THE EDITOR'S NOTE PAD

If you didn't do too well in the April Fun Fly, more commonly called Mike's Madness, you will get another shot at Top Gun 2003 points on June 14th. Wonder what Mike will have in store for all the brave pilots. Unfortunately your editor will not be at this Fun Fly and would appreciate some help on getting a report on this event for the July Newsletter. Maybe with a couple of photos!

Another event of interest to some of us is the SMALL Fun Fly in Little Rock on May 30th and June 1st and 2nd. Always a wide variety of small glow, electric and CO2 RC planes. Even an indoor RC event on Friday night. This is a low key fun event that everyone enjoys.

Most days at the field you will not see anyone crash, or if so, only do minor damage to the plane. But on the day of the Fun Fly we had two messy crashes as can be seen from the two photos to the right. Not sure why either crashed other than a radio problem. It would be good if the problem is identified so it could be prevented from happening again. If you can't prevent crashes it can become a very expensive hobby. If you look closely in the background of the bottom picture you can see a Super Ultra Stick without a rudder. Of course the cause of that crash was easy to determine—just some over enthusiastic flying by Ray Dixson during the Fun Fly. It's a good idea to bring a plastic bag or two with you to the field. Sometimes it makes carrying your plane home with you easier.

Time to land for the month.

WORK DAY

May 17th - 9 AM to about 11 AM

Bring a shovel and rake, if you have them. We need to fill in some ruts and holes and dispose of the broken cable reels. With enough willing hands we should finish in an hour or two and then move on to the serious business of flying!



Above is a couple of new planes by Don Johnson. Both are Speed 400 electrics. The P-47 weighs 17.5 ounces and the Corsair weighs 16.9 ounces. Below is Reeder Jones' Ultra Stick. This happened just before the April Fun Fly, leaving Reeder without a plane for the Fun Fly.



Above is Ray Dixson's one-third scale Pitts Special ARF on its maiden flight take off. A couple of minutes later he lost radio contact with the results shown below. This is his second Pitts to buy the farm!



APRIL FUN FLY

The weather was bright and clear and the weatherman had promised 3-8 mile per hour winds. But he lied! The wind wasn't too bad but it would be a problem.

The festivities started out with the now traditional BBQ before the Fun Fly. President Howard Shire was the chef and he did a great job of burning the dogs, getting the drinks, chips and other necessities. The McEvoy's brought a bunch of BIG chocolate chip cookies and enticed most of us to abandon our diet. After everyone was full, it was on to the serious business of Fun Fly competition.

Fun Fly Director Mike Anderson called the pilots meeting to order and nine brave pilots signed up for the first event, the KAMAKZI BUST. In this event the pilot attempts to break a free floating and rising helium filled balloon. It soon became evident that this normally difficult event had become impossible in the breezy conditions and the event was abandoned.

As a substitute the first event was TIMED FLIGHT WITH LOOPS & ROLLS. Take off and do as many loop & roll sets as possible in the first 60 seconds and land exactly 30 seconds later. Get 5 points for each loop-roll set and lose 1 point for each second the 90 second touch down mark is missed. Most points wins. Ray Dixson and Mike Anderson tied for first place with 48 points. Each made 10 loop-roll sets and had 2 second penalties. Erv Rohde and John Woods tied for third place with 34 points each. John did 9 sets to Erv's 7, but Erv only had a one second penalty to John's 11 second penalty. Fifth place went to Roscoe Fudge with 25 points - 8 sets minus 15 seconds. Everyone completed this event and earned at least one point and without any aircraft damage.

The next event was CARRIER LANDING.

Do five touch and goes between two lines about 50 feet apart. Time starts at take off and stops on the fifth touch between the lines. Low time wins. Unfortunately two pilots had to go to work and could not stay for the event, bringing the competitors down to 7. Mike Anderson showed the way with a first place finish in 1 minute 24 seconds. Erv Rohde was close on his tail with 1 minute 31 seconds. Joe Major broke his prop on the first T & G and was allowed a restart. When he finally got back in the event he took third place with 2 minutes 10 seconds. John Woods also made all five touch and goes and took fourth place with a 3:09. Ray Dixson and Don Johnson tied for fifth place by virtue of doing two T & Gs. Ray didn't finish because he ran into an immovable object along the flight line and Don didn't finish because he took too long and had to land due to low batteries. All pilots got at least one touch and go.

The last event was the famous or infamous SKY BOWLING. Tie a whiffle ball to your plane with about 30 feet of line and drag the ball though 10 bowling pins set up on the runway. Although the pilots seemed to be able to keep the ball from bouncing over the pins as much as the first time this event was tried, no one could get the line into the pins right. Out of 35 passes not one pin was knocked down. So everyone tied for first place and shared in the total event points for 41 points each.

All in all it was a successful Fun Fly. The food was good, the competition was fierce but friendly and the weather was nice, albeit a little windy. Many thanks to those that helped out and participated. Our next Fun Fly is scheduled for Jun 14th.



Is that Ray Dixson trying to break a balloon? Guess what? He didn't do it.

ENGINE BREAK-IN PROCEDURES IMPROVE PERFORMANCE

By LARRY DUDKOWSKI

Breaking in an engine ensures smooth and reliable performance. Nothing is more frustrating than having your engine quit, whether it's in flight or on takeoff. Breaking in an engine reduces this problem.

The break-in process involves impregnating the metal surfaces with lubricant as they wear together. I picked up this method from a model magazine a few years ago and have used it ever since. The procedure repeatedly brings the engine up to operating temperature, which opens the pores in the metal, allowing the lubricant to penetrate during the cool down cycle.

The following steps are performed with the throttle wide open. The engine speed is adjusted via the needle valve. Generally an engine is broken-in when it will idle reliably and will throttle up smoothly. The instructions here are for 2-cycle engines; 4-cycle engines require a different break in. When in doubt, follow the manufacturer's instructions.

Engine Break-in Procedure:

1. Warm up the engine. Start it. Once it's running, set the throttle wide open and adjust the needle valve mixture very rich. The engine exhaust should be wet with unburned fuel and oil. The engine should be four-cycling (that is firing only every other cycle). Run this way for two minutes.
2. Lean out the mixture until you're near peak rpm. Run for 30 seconds.
3. Enrich the mixture again until the engine is four-cycling. Run for 30 seconds.
4. Lean out the mixture until you're near peak rpm. Run for 60 seconds.
5. Enrich the mixture until the engine is four-cycling again. Run for 30 seconds.
6. Keep alternating the high-speed runs with the cool down periods, increasing the amount of time you're running near peak rpm in 30-second increments. Remember the 30 seconds of running rich cool down time in between each high-speed run.

For the next tank of fuel, let's begin with step one, "the warm-up," but pick up the high-speed run time where you left off. If you ran out of fuel after two minutes, the next high-speed run would be two minutes, 30 seconds. After the second tank of fuel is used, check for smooth idle and throttle response.

If the engine quits at idle or hesitates at throttle up, continue the process. Once completed, you should have a reliable power plant for your model. I find that about 20 ounces of fuel is the minimum required for proper break-in.

For the first few flights, you should run the engine slightly on the rich side, gradually leaning it out for peak power in successive flights. The fuel is also an engine coolant and lubricant. Engines, especially the ABC types, are manufactured to very close tolerances. When the model is in motion, less load is on the engine, and the propeller moves easier. This allows the engine to run faster. If the fuel mixture is too lean, the engine overheats because of the high combustion temperature, and less unburned fuel is available for cooling and lubrication. This causes the internal parts to expand. Expansion can cause the engine to seize and quit running during flight.

Remember, it's running too lean if:

1. At full throttle, you quickly pinch and release the fuel line and the engine hesitates or slows.
2. At full throttle, you hold the aircraft vertical and the engine slows or hesitates. Wait 15 seconds.
3. Brown or black residue is on the cylinder head. This is burned oil.
4. Your engine slows or quits on take off or during vertical maneuvers.

from Plane Talk
Prop Masters R/C Aero Club
Dave Masters, editor
Warrenville IL

NATIONAL NEWSLETTER April 2003

Words of wisdom from Club Safety Officer Roscoe Fudge

Never never reach over from the front of a running engine to adjust the needle valve. The prop will get you every time..

Roscoe



Left is Erv Rohde's Chaos 1000 on a low pass in front of the trees on the far side of the runway. The plane is not as close to the trees as it looks. This is Erv's second Chaos 1000 as he lost his first on a Kamikaze run on another member's trainer.

Right is Joe Major's Super Decathlon as it makes a pass on a helium balloon. Joe was determined to get a balloon and he chased a couple all over the sky. Even with all Joe's flying skills, the balloons won.



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