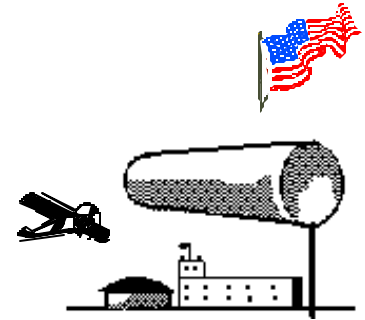


THE WINDSOCK

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



VOLUME 10 ISSUE 6

JUNE 2003

JUNE MEETING

JUNE 10, 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

Many thanks to the crew that showed up for our workday on May 17, the weather didn't want to co-operate but it did hold off long enough for us to get most of our work done. It was damp and a slight drizzle when we started but we managed to get everything done that was on our list except burning the pile of wood from the old spools that have accumulated. Everything is ready there so when the weather dries out a little we will be able to get that job done some Saturday.

I'm still looking for that nice flying weather. A few of the workers got in flights before the rain but some of us were too slow and the rains came before we had a chance to get our planes in the air.

Don't forget our June meeting and fun fly!

See you at the field.

Howard

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

TRI-LAKES FINANCIAL STATEMENT

		M A Y	Y T D
BALANCE	5/1/2003	\$ 1,229.15	\$ 954.61
INCOME-DUES	-----	\$ -	\$ 1,297.60
INCOME-SHIRTS & CAPS	-----	\$ 6.00	\$ 21.00
INCOME-FOOD	-----	\$ -	\$ 53.75
INCOME-50/50	-----	\$ 5.00	\$ 32.00
INCOME-MISC	-----	\$ -	\$ 7.00
EXPENSE-FIELD	-----	\$ 22.00	\$ 659.22
EXPENSE-NEWSLETTER	-----	\$ -	\$ 97.99
EXPENSE-SHIRTS & CAPS	-----	\$ -	\$ -
EXPENSE-FOOD	-----	\$ -	\$ 28.20
EXPENSE-AMA	-----	\$ -	\$ 105.00
EXPENSE-Web	-----	\$ -	\$ 167.40
EXPENSE-meeting room	-----	\$ 20.00	\$ 100.00
EXPENSE-MISC	-----	\$ -	\$ 10.00
BALANCE	6/1/2003	\$ 1,198.15	\$ 1,198.15

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

May 13, 2003

President Howard Shire opened the meeting at 7:03 P.M. at the Branson Community Center. All officers except Ray Dixon were present. There were 12 members attending. The minutes from the April meeting were approved with a correction changing Roscoe Fudge, not Howard Shire as being the person who was to check on the first aid kit in the shed to be sure it is updated as written in the May Newsletter.

Treasurer Erv Rohde reported that the balance as of May 1st was \$1,229.15. The 50/50 raffle was won by Reeder Jones who received ½ of \$12.00.

Committee Reports:

There were no committee reports.

Announcements and Old Business:

Howard Shire said that the May 17th work day was still scheduled even though the weather was questionable. We need the holes filled that the armadillos have been digging, rocks to be removed and dispose of the old broken spindles. He asked that everyone coming out to help please bring shovels and rakes.

Howard also mentioned that John Woods now has the club trainer all set up and ready for use.

There was discussion regarding prospective member Sheldon Wolf having a refrigerator that he's willing to bring out for the club. He is willing to deliver it but it will take some help to get it into the shed. Hopefully Curt Krause will be able to take a look at it to be sure that it will be of service to us. There was also discussion regarding the disposal of the old one – Gary Acton said that we can take it to the Taney County Transfer Station and they

will take it for a \$10.00 fee.

Some discussion regarding liming the field for certain events brought no decisions.

Erv Rhode announced that we now have 48 paid members for 2003.

New Business:

There was no new business.

Program:

Jim Halbert brought his scratch built sail plane currently under construction. It has a wing span of 98-100" and will have a top speed of 120 mph. Made from carbon fiber, fiber-glass with foam core wing. The fuse is fiber-glass with carbon fiber reinforcement. He hand made the molds out of foam to form the fuse. This will be an electric glider using 60 amp of battery power. As professional as the fuse looks Jim said that the wing was actually harder to build.

The meeting adjourned at 7:38 P.M.



Above is Jack and Annett McEvoy working at filling a hole in the runway during the Club work day. In the center is Reeder Jones. Not sure what Reeder is doing but he looks happy doing it—maybe because he didn't have a shovel in his hands. Many thanks to all the members that showed up on a drippy day to help put the field in great shape.

THE EDITOR'S NOTE PAD

Another electric flier at the field? Tom McKenzie showed up with his Kyosho Cessna. To the right you can see John Woods getting ready for its maiden flight (sorry about cutting your head off in the photo Tom). And fly it did as can be seen in the lower photo. Tom seemed to be impressed and was somewhat amazed that it actually flew with fairly good performance. Had Tom followed Kyosho and Tower's recommendations for prop, batteries and charger, he would have surely been disappointed by the performance.

If you liked Erv Rohde's Chaos 1000 pictured in last month's Newsletter and want one just like it you will not be able to find a kit. However if you find an Ultra Sport 1000 kit it will probably turn out identical Erv's plane. OK, at least the 1000 was correct.

On pages 4 and 5 is an article on floats for planes and float flying by Chuck Cunningham. Chuck is a good authority on float planes and a noted designer (he designed the editor's Pussycat and Tigerkitten electric planes). Springfield's annual Float Fly is coming up in August so you may want to make a set of floats for your plane and participate in this event. From Chuck's and other authors suggestions and rules of thumb your editor made a chart showing the float dimensions for any size plane. If you want some more "how to" info, let me know. Also templates for floats 24 to 46 inches long were made. Just chose the correct length template, lay it on blue or pink foam, trace around it and then band-saw it out. John Woods has the templates.

Time to land for this month

NEW CLUB MEMBER

Add Dean Baerwald to our list of members. Dean is not a new member, just a little slow in rejoining from last year.

Welcome back Dean, hope to see you back at the flying field soon.

**DON'T FOREGET THE FUN
FLY ON JUNE 14TH**



Words of wisdom from Club Safety Officer Roscoe Fudge

Remember to dull the trailing edge of new propellers. They are sharp and can cut like a razor blade. Voice of experience.

Roscoe

BUILDING FLOATS FOR YOUR MODELS

By CHUCK CUNNINGHAM

I'm going to hit some of the high spots so those of you who have become infected with float fever this past year will have a few tips.

First, when selecting floats for your aircraft, make sure they are large enough for the model they will be used on. Many of the commercial floats are on the small side for a .60 or larger size aircraft, and you may need to build your own floats. The length of the floats should be at least 75% of the length of the aircraft fuselage, measured from the back of the prop to the elevator hinge line.

Next, place the floats so the step on the float is just a bit aft of the center of gravity. Since you are installing floats on a previously flown model, check and mark the balance point on the side of the fuselage. Balance without fuel, but with all the landing gear and wheels in their normal positions. Chances are that after the floats are installed, the aircraft will be tail heavy, so bring it back to its former balance point by adding weights to the floats.

Installing the floats at the normal landing gear spread is okay. If the spread is right for wheels, it is fine for the floats. The aircraft should be positioned on the floats in such a manner that the wing is sitting about two degrees to the top of the float line. This will allow the lift of the wing to aid in breaking the suction of the water when making a takeoff run. It is very important to make sure the wings are not negative to the top of the floats as this results in gluing the aircraft to the water's surface. This is great for high speed taxiing but not for making a nice takeoff from the water.

The next tip is to use a plastic or nylon prop rather than a wood prop on the engine. If the water surface is choppy and the wind is kicking up, just a little water spray can quickly make toothpicks out of most wood props. If you always fly from calm water, then a wood

prop is fine.

If you cannot locate commercial floats that are large enough for your aircraft, it is very simple to make them from Styrofoam. You don't need to use a hot wire; you can cut them out with a band saw. If you don't have access to a band saw, you can cut them from Styrofoam using a hand saw.

The method of attaching the floats to your aircraft is very simple. A stiff back made from 1/4-inch plywood around 5/8- to 3/4-inch wide, running the full length of the float, is glued to it with epoxy cement. Next, drill five 1/4-inch holes in the stiff back and into the Styrofoam float, two each close to the landing gear attachment points and one near the nose. Stuff the holes full of epoxy, then drive a 1/4-inch dowel into the hole and the foam, making a system that locks the stiff back to the float. If you don't follow this step, it's almost a sure bet that one or more floats will rip off in a less than perfect landing.

Attach the landing gear to the floats using plastic landing gear clamps and retain the landing gear to the clamps with wheel collars.

You may cover your floats using several methods. First, if you really like to make beautiful floats, cover the foam with 1/16-inch balsa, then cover that with silk and dope or plastic film. If you want to make an easier float, simply cover the floats with plastic packaging tape. We have been covering floats this way for about five years now and have several pairs that have survived hundreds of takeoffs and landings, with only slight wear and tear. If you want to be a little more jazzy than packaging tape, cover the floats with EconoKote. This material will

FLOATS.....Continued on page 5

FLOATS.....Continued from page 5

stick well to foam and will give you a better looking finished product than the packaging tape, but will not be any more durable.

There are two methods of making a water rudder. The first is to attach a rudder to the aft end of each float and connect these via push-rods to the aircraft rudder. The other is to extend a wire down from the rudder into the water. On the end, solder a small metal rudder, about 1 1/2 x 2 inches, which should be large enough. This rudder should be located so that it is in the water when the aircraft is being taxied (taxiing should be done holding up elevator to keep the prop out of the spray) but clear of the water when the model is up and running on the step for takeoff. When the aircraft is moving out on the step, you want the air rudder to be the functioning rudder, not something dragging in the spray.

With floats placed so the wing is positive to the top of the float, you will need to hold up elevator while taxiing into the wind. Once in the takeoff position, you need to hold just a bit of up elevator as you bring the engine up to full throttle. This keeps the tips of the float up. As the speed builds, relax the up elevator. You may need to feed in just a little down to bring the floats up on the step. Let it run until flying speed has been reached, then gently lift off with up elevator.

Some aircraft, such as Slater's Balsa US Cub, will simply lift off the water in about five feet, as soon as power is applied, while other, more heavily loaded aircraft need a longer takeoff run to attain flying speed. Know your model and how it reacts on takeoff.

Landing with floats is easy, but you should practice making landings with the aircraft held in nose-high attitude. This allows the aircraft to settle down on the surface of the water gently and easily. If you make a nose-low bash at the water, the chances are pretty great that a float tip will dig in, causing a wa-

ter loop and a dunking.

Give flying from water a try this season. If done carefully and with proper preparation, you will enjoy it. Proper preparation includes making sure your model doesn't have any holes in the covering where water might get into the structure. Make sure the engine has a good idle. If it always dies at idle, either correct it or put another engine in the nose. It is imperative that the engine idle well.

If you dunk your aircraft while float flying, then as soon as you get it to shore, dump all of the fuel from the tank as it may be contaminated with water. Remove the plug from the engine and drain all of the water from the engine and muffler. Using an electric starter, turn the engine over rapidly with the plug still removed. Refill the fuel tank, hook up the engine to the starting battery, and run it for five minutes to drive all the moisture from the bearings.

If the servos were submerged, they also need removed and their cases taken apart. The servos should be thoroughly dried out. The receiver and battery pack should be packed in foam, then over wrapped with plastic wrap to protect them from immersion.

Go out to the lake or pond and have fun. It's just another facet of radio control flying you will enjoy.

from the newsletter of the
Itasca R/C Club
Gail Lane, editor
Grand Rapids MN

NATIONAL NEWSLETTER
April 2003



With Jim Halbert (at left) giving the technical details of his original 100" powered glider, Erv Rohde checks out the ...ah...tail end of the plane.

Fun Fly

When? JUNE 14TH

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

Where? Rocky Top Field

There will be three events.

At press time there had been no decision on the events but the best guess is that Sky Bowling **will not** be an event and Carrier Landing will probably be an event. Now Mike has to dream up a couple more diabolical pilot tasks.

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 out and join the fun as a hot pilot or come as a spectator and cheer or jeer your favorite flier

TRI-LAKES R/C FLYING CLUB

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

