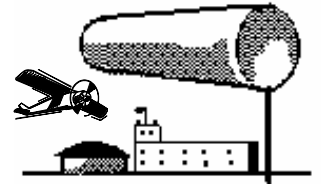


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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SECOND ANNUAL LADIES DAY



May 19th was the day of the Club's second annual Ladies Day. A day where women associated with the Club, be it wife, daughter, granddaughter or friend are invited to come to the field and partake in some theory of flight training, fly a plane on a flight simulator and then actually fly a radio controlled airplane with the help of a Club member pilot and a buddy-box. It was a beautiful spring day, the sun was shining and there was a pleasant breeze—what more could you ask for? Twenty-three people went through the training session. Above are most of the students that completed the course. You'll notice that some of the gals were very young women and also some young and not so young men are included. This was planned as a fun day and the entry requirements were not strictly enforced. Turn to page 4 for more story and pictures of this event.

THE PRESIDENT'S CORNER

Hello! Spring-like weather has been wonderful. The weather has been awesome for flying with little to no wind in the mornings, for the past two weeks.

I would like to thank everyone who worked on the Ladies Day Fly, which someone said we should call the Family Fly instead. I know a lot of work went into this event and I do appreciate the service that you have given to the Club.

I have hired a man to help me for the next 40 days, so I plan to get a chance to go out and have some fly time.

We wish Erv and his wife a safe trip, as they head to Germany this summer.

I'd like to thank Howard for stepping up to the plate, by helping with the treasury.

We will meet out at the field for the June meeting, so come early and get some flying time in, as some of us (me) need it more than others! Hope to see you all there on June 12th at 7:00 p.m.

THE EDITOR'S NOTE PAD

Think everyone knows the June Fun Fly date is undecided until the June meeting. Since I will not be at the June meeting, my suggestion would be to schedule it for the last weekend in August or have it in September thereby avoiding everyone's busy summer schedule. There was a suggestion that we double up on one of our scheduled dates. We could do this but it is sometimes difficult to have enough planes to finish three events let alone do six events without some repair time.

Had an interesting thing happen a few weekends ago. Arrived at the field and saw a lot of cars but few members. Then looked to the east side of the field and saw a bunch of members looking up into a tree. Seems John Woods was doing a test flight on the McEvoy's big Decathlon when he lost radio contact and it landed in a tree. The plane was finally dislodged and in an attempt to prevent as much damage as possible, Jack McEvoy caught it—with his nose. The good news is the plane can be repaired and Jack's nose will heal. The lesson that could be learned here possibly is that if you are going to catch planes, falling out of trees, with your nose, you may want to consider building smaller planes.

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

NEW MEMBER

Had a new member join the Club during May, bringing the current Club membership to 32.

The new member is Dick Ross. He and his wife, Judy, live in Shell Knob.

Welcome to the Club, Dick, we are glad to have you join us.

TRI-LAKES FINANCIAL STATEMENT 2007			
		MAY	Y T D
BALANCE	5/1/2007	\$ 2,082.78	\$ 2,139.03
INCOME-DUES	-----	\$ 180.00	\$ 985.00
INCOME-SHIRTS&CAPS		\$ -	\$ 160.00
INCOME-FOOD	-----	\$ 56.25	\$ 85.50
INCOME-50/50	-----	\$ 9.00	\$ 35.00
INCOME-MISC	-----	\$ -	\$ -
EXPENSE-FIELD	-----	\$ 97.83	\$ 641.78
EXPENSE-NEWSLETTER		\$ -	\$ 7.80
EXPENSE-SHIRTS&CAPS		\$ -	\$ 270.52
EXPENSE-FOOD	-----	\$ 41.49	\$ 88.11
EXPENSE-AMA	-----	\$ -	\$ 105.00
EXPENSE-Web	-----	\$ -	\$ -
EXPENSE-meeting room		\$ -	\$ 100.00
EXPENSE-MISC	-----	\$ 30.00	\$ 32.61
BALANCE	6/1/2007	\$ 2,158.71	\$ 2,158.71

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

May 8, 2007

President Gary Acton opened the meeting at 7:00 p.m. at Rocky Top Field. All officers were present. There were 16 members present including newest member Dick Ross. The minutes from the April meeting were approved as published in the May Newsletter. Treasurer Erv Rohde reported that the treasury balance as of May 1st was \$2082.78. The 50/50 raffle was won by the McEvoy's who contributed their one half of \$9.00 to the club.

Committee Reports: Fritz Corbin reported that he and Howard Shire have been taking care of the field and thanked Howard for filling in for him during his absence.

Fritz also gave an update on the upcoming Ladies Day and asked for a count of those at the meeting of how many gals would be attending on May 19th so that we can get an idea of how much food to purchase. There was considerable discussion regarding the ops plan, different duties by various members and the planes that will be used. Erv Rohde will see that the port-a-potty is serviced. Everyone working the event will need to be there by 9:00 to help with setup. If the weather is too bad to hold the event as planned a new date will be decided at the June meeting.

Announcements and Old Business: Bud Austin reported that the group that he was talking about would like to visit our field on a Tuesday just to observe. It looks like 5 or 6 of the kids are possibly interested in learning how to fly. If they still have an interest after seeing some of the guys in action then we'll put something together and have an intro-pilot instructor help them. Tom McKenzie will contact the boys ranch and discuss holding a field day for some of their kids at our field.

Annette McEvoy reported that due to problems with AMA, TAG applications for numerous clubs, ours included, did not get processed by the March 1st deadline. AMA has apologized and is changing the way this will be handled next year.

It was announced that Henry Racette and Reeder

Jones's wife, Becky are ill. Also that Sid Becham's wife Vickey passed away.

The club received a disk and literature regarding Hanger 9's new F-22 Raptor. Jim Halbert has the info for anyone interested.

Don Johnson had some additional handouts on batteries from last month's presentation for anybody who missed out.

Jack McEvoy gave an update on the 2.4 GHz spread spectrum technology and some projected release dates by JR.

New Business: The question of whether the members would like to have an organized fun float fly was discussed. At the present time there wasn't enough interest shown among those in attendance so it was decided to just have an informal get-together at a later date.

The date for the June fun fly will be decided at the June meeting. It was scheduled to be held on June 16th however due to prior commitments by several of the members this will be rescheduled.

Program: Dave Medley handed out the certificates for April's fun fly. 1st place Timed Flight with loops & rolls-Bud Austin; 1st place Box Event-Erv Rohde; 1st place Three Loop event-Erv Rohde. 3rd overall-John Woods; 2nd Overall-Bud Austin; 1st overall-Erv Rohde.

Gary Acton brought several planes of the 7 that he recently inherited and asked for help not only in getting some of them up and running but simply to identify some of them. These include a neat Bipe and even an old jet with a weed eater engine!

Homer Zobel brought a scratch built F-117 that he is currently putting together from some plans that he enlarged 25%. He's has spent about a week cutting and 8 or 9 days assembly/sanding time so far. This is a really neat looking machine. He'll use a 46 engine for power and feels that it should weigh around 6 pounds when completed. He explained the many unique features including how the elevators are reflectors with the air rushing through the slots on the bottom of the plane causing them to function.

Next meeting will be June 12th at Rocky Top Field.

Meeting adjourned at 8:03 pm.



Most of the students started with a class on the theory of flight (upper left). Bud Austin explained how a plane was controlled with ailerons, rudder and elevator. The next step was to have the student get some "hands on" with a flight simulator. Above right shows Fritz Corbin as he helps student Malinda McDaniel operate the simulator. Below left is the maintenance team of Jack McEvoy and Tom Mckenzie that fueled the planes between flights and made sure the receiver batteries were charged. They used 2 gallons of fuel for the 32 official flights. At \$16 per gallon that works out to about 8 oz or a dollar a flight!



The flight teams consisted of a pilot that controlled the plane when the student wasn't flying it and a Club member that helped the student and kept an Eye on what was going on around them. Upper right is Joe Major and Howard Shire with student Janet Woods. Below left is John Woods and Homer Zobel with student Dee Veeder and below right is Erv Rohde and Ray Dixson with student Val Medley. There will be more pictures next month including some on the lunch time flight demonstration. Many thanks to everyone that helped in putting on this event, contributed to the lunch and the guests that participated.





Finding a good day to fly electrics is difficult in the spring so when Jim Halbert called your editor one morning and said let's go fly, we did. Jim has been trying out the A123 DeWalt lithium-ion batteries and seems to have found a winner. Above left is his highly modified biplane with four A123 cells (14 volts). This is turning out to be a nice flying airplane albeit a little heavy and fast. Above right is Jim's 80% 4 Star 40 ready for its' maiden flight but it didn't happen. He had checked it out at home and it ran up great but then he changed out the receiver to a new Berg 7 channel. When he got to the field it would not run properly but returning home switched receivers again and the plane operated fine. He has had four Berg receivers and three of them have been defective. One was put together so bad the servos could not be plugged in. Not sure whether Jim is just having bad luck or Berg has a real quality problem. Below left is the maiden flight of Don Johnson's scratch built Bellanca Airbus with John Woods as test pilot. After several adjustments your editor has flown the Airbus a couple of times with no damage. It needs some speed to have good control—should have made the tail about 10 to 15 percent bigger than scale. Below right is Don's new 44 inch Tiger Moth just before its' maiden flight. At 18.5 ounces it is not designed for much wind, however did successfully fly it three times in some breeze without sustaining any damage. Its landing speed seems to be at about a slow walk.



Above left is Homer Zobel's new 25% enlarged F 117. With its size and light weight, and with the planned .46 engine it should fly hot. Above right is a group shot of all those (except Annette McEvoy who was taking the picture) that made the Ladies Day a fun and successful day.

JUNE MEETING

JUNE 12, 7:00 PM

Meet at **ROCKY TOP FIELD**

Program

Bring your current projects for "Show and Tell"



SAFETY FIRST

Recently I crashed my Hanger 9 Twist. It crashed on take off. The motor quit when it was about 25 ft. in the air, I panicked and tried to turn the plane around toward the runway. It stalled and went down hard, really hard. What made the motor quit? That's what I need to find out before I put the motor in my NEW Twist. I know I did my part to cause the crash, but there really is something wrong with the motor, and I need to find out what that something is before I fly it again. Not doing that could be dangerous to other fliers or spectators. I'm just glad this occurred away from everybody that was at the field that day. Otherwise, someone could have been hit by the plane, as it was basically out of control, as it crashed. Do your home work, find out what really caused your crash.

See you at the field,
Gene Fuson
Safety Officer

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