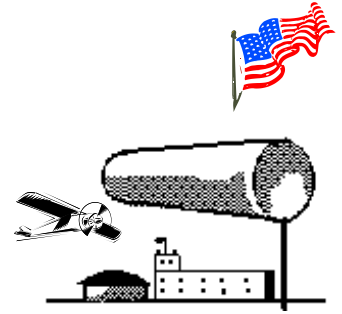


# THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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



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## WHAT'LL \$20 GET YOU



Well John Woods got the above Great Planes Sequence ARF for \$20. Of course it was used, had been crashed with damage to the firewall area and landing gear, and had been repaired-kinda. The seller also stripped all the electrical stuff before he sold it to John. John did some reinforcing in the motor mount area and replaced the damaged landing gear with a neat looking carbon fiber unit. He then bought an E-flite 32, 770 kv motor, 45 amp speed control, BEC unit (voltage regulator for receiver and servos), a few HS81 servos and a Turnigy 4 cell 2200 mAH battery. Since John is flying it with a Spektrum 6i he also needed a Spektrum receiver. There seems to be some sort of unavoidable rule of thumb for medium size electric planes that says no matter how cheap the airplane, it will cost you about \$300 to get it in the air. But who's counting, it's a hobby. The plane is a pattern ship with a 50 inch wingspan and weighs 3.56 pounds. With 4 Li-Po cells it moves quite well around the sky. John is getting the thrust angle and throws dialed in and says he likes the plane very well. Looks great in the air, John!

## THE PRESIDENT'S CORNER

### Hot Hot Hot

The weather hasn't been the best but we have had a few brave soles coming out in the morning to get in a few flights. You expect hot weather in the summer but this is ridiculous. I hope the heat wave breaks soon so we can enjoy our sport.

Fritz is getting the material ready to repair the safety fence. He is stockpiling the posts in the shed and rotating them in an effort to keep them straight. When this job is completed in October it will improve the looks of our field.

As reported at the last meeting nothing has been done about getting a date to have the scouts, boys ranch, or teen challenge to come out and enjoy a day at the field. With the weather we have been having it is almost too hot for our Club members to enjoy flying, let alone try to give our guests a chance to try their hand at flying. We want them to enjoy the day, not to roast them. Maybe we will be able to get them out before they have to return to school.

Our next fun fly is August 13<sup>th</sup>. I hope the weather co-operates so we can get this one in. It would be great if we could have a little more participation from some of the less experienced members. The fun flies were meant to get newer pilots to improve their skills by trying things they may not do otherwise. Winning the competition isn't as important as competing. Come out and join in the fun.

Howard

## THE EDITOR'S NOTE PAD

While out at the field on Saturday, a member asked if it was a problem to use a puffed Li-Po battery. He showed me the battery and it was new, only used once or twice, and was puffed. He said he had balance charged it well within the recommended charge rate and had not run it above the recommended discharge rate. I looked at the battery, and with over 17 years experience in electric flight said "I don't know but it doesn't look good". I have had some Li-Pos puff but this was after they had considerable use or I was completely discharging them so I could discard the batteries. Two days later I receive a mail order that included some small single cell Li-Pos. Also included was an EMERGENCY SAFETY ALERT letter from the AMA Safety Committee that said in part "If the batteries show **any sign of swelling**, discontinue charging, and **remove them to a safe place outside** as they could erupt into flames". OK, the sky is not falling, Li-Pos are everywhere—your cell phone, camera, laptop and a myriad of hand held electronic devices. Also they are routinely shipped by air. Most of the horror stories have been because of improper charging or abusive handling. **But it happens!!!** So use common sense, charge with only chargers that monitor and balance individual cells and if a battery is damaged or swelling, isolate it in a fireproof container, away from combustibles. Then dispose of it per the manufacturers recommendation. I will make copies of the AMA EMERGENCY SAFETY ALERT and have them available for any one that wants one. Fly Safe!

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

### TRI-LAKES FINANCIAL STATEMENT 2011

		JUL	Y T D
BALANCE	7/1/2011	\$1,744.02	\$ 1,345.14
INCOME-DUES -----		\$ -	\$ 1,235.00
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ -	\$ 27.00
INCOME-50/50 -----		\$ 4.00	\$ 24.50
INCOME-MISC -----		\$ -	\$ -
EXPENSE-FIELD -----		\$ 97.53	\$ 785.77
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ -	\$ 61.54
EXPENSE-AMA -----		\$ 15.00	\$ 120.00
EXPENSE-Web -----		\$ 120.00	\$ 120.00
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC -----		\$ -	\$ 28.84
BALANCE	8/1//2011	\$1,515.49	\$ 1,515.49

# MEETING MINUTES

## TRI-LAKES RC FLYING CLUB

July 12, 2011

President Howard Shire opened the meeting at 6:01 PM, at Rocky Top Field. All Officers were present. There were 9 members present including the officers. There were no guests. Howard Shire won the 50/50 split the pot. He received \$4 of the \$8 pot.

### Committee Reports:

Treasurer Roy Steinestel reported that there was \$1,744.02 in the bank as of July 1st.

The minutes of the June meeting were approved as printed in the July Newsletter.

President Howard Shire complimented Fritz Corbin on the Job he did repainting the Club gate sign.

### Old Business:

John Woods reported that Jim Haney was back in the hospital due to a drug store (not local) error on his medication. The pills were much more than the prescribed dosage. John said Jim should be back home in a day or two.

John said the proposed float fly and Team Challenge flight demo are on hold due to the hot weather.

It was also reported that the Civil Air Patrol has not contacted the Club for

flight training yet nor has any date been set for the Cub Scouts and LUC Boys Ranch flight demos.

### New Business:

John Woods reported that Keith Oxby has a 1/3 scale Pitts Special for sale and is asking \$600.

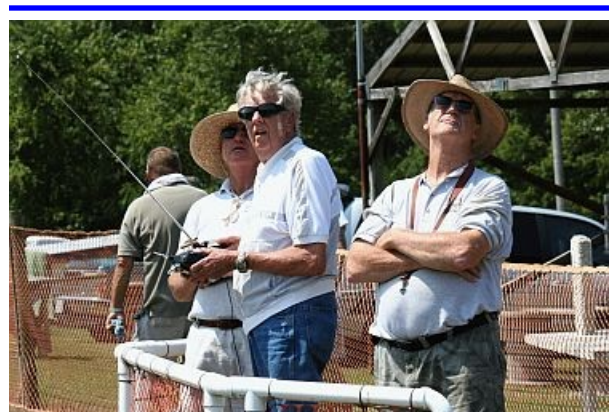
It was suggested that the Web Site Club Field map be updated to show the changes in the roads by the field. Don Johnson will follow up.

John Woods suggested that extensions be added to the current shelter to increase the shaded area. He estimated that it could be done for about \$300. This will be discussed at a later date.

### Program:

None

The meeting was adjourned at 6:20 PM.



Here we see Instructor, John Woods, doing what he likes to do, and that's help someone learn how to fly. On the Buddy-Box with John is Club member Roy Steinestel with Club President Howard Shire looking on and giving advise.

# AUGUST 13th FUN FLY

**FIRST EVENT WILL START AT 11:00 AM**

**BBQ AFTER THE Fun Fly**

There will be three events.

**Event 1. DOUBLE SLALOM** Start from plate and taxi to south end of pylons. Slalom north through the pylons, turn around and slalom south through the pylons. Then do a loop and roll and run the slalom again, then have (taxi or carry) plane stop touching or over plate. 10 second penalty for knocking over each pylon and DQ for missing a slalom gate. Time starts when plane starts to move and stops when plane stops on plate. Shortest time wins. Restarts with time running is OK.

**Event 2. BUD'S TIME AND GLIDE** Start time as plane starts to move. Shut down power at 25 seconds. Stop time when plane stops. Measure distance from spot and subtract one second for each foot from spot. Longest time wins.

**Event 3. MINUTE TO WIN IT** In exactly one minute take off from plate, do as many loop-roll sets as possible, land and have plane stop on or over the plate. Earn 5 points for each loop-roll set and loose 2 points for each second more or less than 60. High score wins. Timing help not restricted but beware of false timing input, free speech you know.

**Pilots can use any fixed wing aircraft they want in any event.**



What do you do when family comes for a visit? Well take them to the flying field of course! Above you see your editor with grandson Ryan and daughter Cheryl taking a flying lesson from Club Intro Pilot John Woods. Both of them plus granddaughter Erika had a great time.

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

**PRESIDENT  
HOWARD SHIRE 779- 5069**

**VICE-PRESIDENT  
GENE FUSON 538- 9346**

**SECRETARY  
DON JOHNSON 779-5340**

**TREASURER  
ROY STEINESTEL 739-4692**

**SAFETY OFFICER  
GENE FUSON 538- 9346**

**FIELD MARSHAL  
BUD AUSTIN 561-4466**

**INSTRUCTORS  
ERV ROHDE 538-2439  
HOWARD SHIRE 779-5069  
JOHN WOODS 338-8419**

## **SAFETY FIRST**

While we have only a very few gas powered airplanes in our club, I think it is a good idea to touch a little on the safety of using this type of power.

First of all, gasoline is very volatile, and therefore should be handled and dispensed with a fair amount of care and attention. Having a kill switch on the airplane is a plus, but having one that activates from your transmitter is even better, because it can be activated while the airplane is airborne if necessary.

Most of these engines have too great of a compression ratio to be started with an electric starter or a "chicken stick". So, most folks would need to use a thick leather glove.

Mount your propellers at the 1 or 2 o'clock position when the engine is at the top of the compression stroke. This will allow you to prop the engine through the compression stroke at the top of the propeller arc, getting your hand out of the way of the rotating propeller in the least amount of time.

Also, these gas powered airplanes tend to be fairly large, and just like people, "the bigger they are, the harder they hit you"

No matter what you use for power, well short of a rubber band, realize that any of these motors or engines can hurt you, and hurt you seriously. Ask some of our club members that have learned the hard way.

See you at the field,  
Gene Fuson  
Safety Officer

**THE NEXT CLUB MEETING WILL BE  
AUGUST 9TH, 6:00PM, AT THE CLUB  
FLYING FIELD. IN CASE OF SEVERE  
WEATHER, MEET AT TNE COACHLIGHT  
TRAILER PARK CLUB HOUSE**