

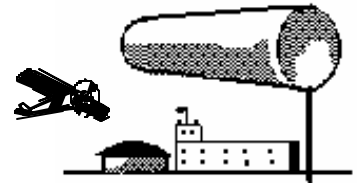
THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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VOLUME 8 ISSUE 9

SEPTEMBER 2001

SEPTEMBER MEETING

SEPTEMBER 11, 7:30 PM
ROCKY TOP FIELD. In case of bad weather meet at the Branson Community Center

Program

Fly before the meeting. Bring your new planes and projects in progress for show and tell.

TRI-LAKES R/C FLYING CLUB

PRESIDENT

JOHN WOODS 338-8419

VICE-PRESIDENT

RAY DIXSON 870 426-4310

SECRETARY

HOWARD SHIRE 779-5069

TREASURER

ERV ROHDE 538-2439

SAFETY OFFICER

ERV ROHDE 538-2439

FIELD MARSHALL

HOWARD SHIRE 779-5069

INSTRUCTORS

MIKE ANDERSON 272-3155

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DON LIVERMORE 823-8899

ERV ROHDE 538-2439

CHRIS RUST 546-6681

JIM STUART 546-6255

JOHN WOODS 338-8419

THE PRESIDENT'S CORNER

We had a great time at Saturday's Fun Fly. It was sprinkling off and on up until a half hour before start time, then just cloudy with a slight breeze down the run way.

We BBQed some premium hot dogs and every one had plenty to eat. Thanks to Mike (and probable Denise too) for getting all the Dogs, Drinks and Stuff together for the roast. Also thanks to Howard for setting up the BBQ. Makes my mouth water just thinking about it.

The Fun Fly was one of the best I've attended. Lots of fun and all participated. Don had some interesting twists on the events and think it confused the regulars – little too complicated probably.....better not continue this thought because our editor will no doubt find some reason to edit my comments.....anyway everyone had a good time and all the planes survived which is amazing also.

I'll keep it short this month and hope to see all of you out at the field. If you want to see the Fun Fly results you can catch them on our Web page.

NEW CLUB MEMBER

We picked up a new Club member at the August meeting, bringing our total membership for 2001 to 55.

John Diebel joined the Club and lives in Kimberling City. Phone 417 739-9245

Welcome to the Club, John. We are glad to have you join us!

TRI-LAKES FLYING CLUB MEETING MINUTES AUGUST 14, 2001

President John Woods opened the meeting at 7:26 P.M. at Rocky Top flying field. All officers were present. There were 18 members present including the officers and one new member. The July minutes were approved as written in the August newsletter.

Treasurer Erv Rohde reported a balance of \$1,577.14. Virgil Moon won the 50/50 raffle; he received half of the \$23.00 collected.

John Diebel of Kimberling City is a new member of the club.

Committee Reports: None

Announcements and Old Business:

Curt Krause made a motion that we purchase a tarp to be placed over the back of the shed. The motioned passed and Curt volunteered to get the tarp and install it.

It was announced that our next fun fly would be August 25th due to a conflict with the float fly in Springfield. The events will be similar to the last fun fly but with a little twist. Hot dogs and soft drinks will be available at noon. \$1.00 for a hot dog and \$.50 for a soft drink. The fun fly will kick off with a pilots meeting at 2:00 P.M. everyone was urged to participate regardless of their experience. Inexperienced pilots may use an instructor for assistance to take off and land.

New Business:

Howard Shire requested mowers for the week of August 18th. Herman Hanebrink and Ray Dixson said they would see that the field was mowed.

Program:

Ray Dixson showed the Bronco that he has completed.

The meeting adjourned at 7:50 P.M.

Howard Shire

Engine Maintenance

by Randy Lipscomb

I'll have to admit that in all the years I've been flying RC (Radio Control) airplanes, I've never really had a complete grasp of what happens to an engine left without lubricants after a weekend of flying.

I know that the engine will obviously rust solid if nothing is done, but am I doing everything I can to protect my expensive engine?

I have my usual routine of running the engine dry of fuel and then adding Marvel Mystery Oil to the carburetor after my last flight of the day. I flip the prop over several times to draw the oil into the crankcase of the engine, cover with an old sock, and put my airplane away until the next sunny day.

Bob Slater, of Scottsdale AZ, has done us all the great service of addressing this question with his many years of rust-free engines.

To prevent bearing rust and internal rust from destroying your engine, pull the fuel lines at full throttle and let the engine run out of fuel. Put the

glow plug battery back on the glow plug and spin the prop with an electric starter for about 30 seconds.

Remove the battery from the glow plug and squirt a good shot of Rislone[®] oil into the intake (of a two stroke) or the crankcase vent nipple (on a four stroke). Rislone[®] can be purchased at most auto supply stores.

Spin the prop again for a few seconds to distribute the oil throughout the engine, and repeat the "squirt and spin" procedure two more times.

That's it! If you plan on storing your engine for more than a month, squirt the oil in a little heavier and stand the engine on its crankshaft until the oil runs out of the front bearing housing.

This has been Bob's routine for the last five years, and he swears by it. Thanks, Bob.

from The Altimeter
The Clarksburg Model Aviation Club
Richard Rader, editor
Bridgeport WV

EDITOR'S NOTE PAD

Well it finally happened. Your editor got his name and a picture of one of his airplanes in the October issue of Flying Models, page 62—check it out, it's the good looking red and white Tiger Kitten. The caption says the designer was Fred Reese but it was really Bob Benjamin. I think Fred did work for Ace and may have had something to do with kitting the plane. Been over 30 years since one of my models was pictured in a magazine, RCM, Jan '69, page 53, but who's keeping track?

You have probably noticed that there is no Safety Message or Financial Report this month as Erv Rohde is in Florida on vacation. Do retired people actually take vacations? Hope he comes back! Actually he plans to be back for the September meeting.

Are we going to have more electric flyers at the field? Looks like it! Roscoe Fudge is flying a park flyer Mini-Max at the field and is building the Herr Aqua Star as a speed 400 electric seaplane. It's great to see someone else become enlightened and join the quiet revolution. Atta way to go Roscoe.

Watch out for deer flies at the field. Somehow they seem to like the taste of newsletter editors. They attack when you are on the flight line with a plane in the air so you can't protect yourself. The bites swell up, hemorrhage and hurt for a couple of days. Last Tuesday Jim Halbert was beating the flies off my legs with a fuel soaked towel while I flew. Not completely an unselfish act as I was flying his new gas powered Zagi on its maiden flight and he didn't want me to crash.

Reading The President's Corner, you can actually feel John Woods' enjoyment of the August Fun Fly. It's amazing how someone's enthusiasm for an activity increases when they **finally** win. Atta way to go John!

Time to land for this month.



Above is a picture of Gary Metzger's big clipped wing Taylorcraft, Lanier Kit with 83" wingspan and gas motor. Good looking plane but wouldn't it look graceful with the regular 108" wing?



Above is a new Tame Cat that a new guy showed up with and wanted to learn to fly. President and Intro Pilot, John Woods, worked with the plane for quite a while, got it in the air and had it flying good butyou guessed it, the inevitable happened and John put another notch on his transmitter!



Do we treat are planes right? You betcha! Above is one of Homer Zobel's planes taking a little nap prior the next flight.

SPRINGFIELD FLOAT FLY

When Jim Halbert and I left Kimberling City Saturday it looked like it would be a great flying day for the Springfield R/C Club's annual float fly, and that's how it turned out. Arriving about 9 AM there was already much activity and most of the good viewing spots were already taken, so we kind of invited ourselves into Don Livermore's tent. As usual there was one competitive event—take off, do two loops or three rolls, touch and go in the target area, then land in the target area and complete the run by circling the four target area floats. With about 18 contestants, Tri-Lakes R/C Club member, Don Livermore, came in first winning him a first place certificate and a \$20 bill (O.K, he is also a Springfield Club member). Below is Don pulling into shore after his first place run.



With the good weather there was a lot of flying being done. Except for the one event the rest of the day was open flying for any AMA member with a float plane. It was evident there were many good aircraft and also good pilots at this event. Your editor did manage to make a couple of flights with his electric Heinkle before some water got in the receiver. After the traditional lunch time BBQ hamburger, that the Club does so well, the wind started to pick up. This was evident by

the increase in aircraft that were making ungraceful entries into the water—so it was time to go home.

Six Tri-Lakes R/C Club members were in attendance on Saturday; four as spectators. Our fearless leader was expected to attend but didn't show. Maybe he didn't get his plane fixed from the last float fly. About 10 AM someone made a comment that John wouldn't win a prize this year.... For being the first crash of the day.

This was a two day event but we didn't return to the lake on Sunday, although it also looked like a great day to float fly. This is a great annual event for both pilots and spectators. The one competitive event is optional and you don't have to participate in it to enjoy the open flying time. Next year plan on attending, you will enjoy it.



Above is Don Livermore preparing his float equipped Stick for his first place run. To the right of the Stick is the editor's Heinkle 31 float plane.



Above is John Woods' float plane as seen at a previous Springfield Lake float fly. Note the droop angle of the left float. This is probably the result of winning a prize for the first crash of the day.

AUGUST TRI-LAKES R/C FUN FLY

It looked like a day the fun fly would not come off. There was light rain and a good wind, just like the weatherman predicted, as several members of the Club started to gather late Saturday morning. At noon, President John Woods fired up the grill and burned several hotdogs for the enjoyment of the membership. After this delicious hot lunch we all stood around looking at the wind and rain wondering who was going to work up the courage to cancel the event. Two or three even decided to go home. But as two o'clock approached the rain quit and the wind became calm—so the event was on!

The first event was the 30 Second Dead Stick. Take off, do a loop, roll, touch and go, climb to altitude and cut engine. With engine dead the pilot has exactly 30 seconds to land and stop. Penalties for no loop, roll, t&g, not landing on field and seconds + or - 30 seconds. John Woods had best time of the day with 35 seconds and no penalties. Mike Anderson was right on his heels with 36 seconds and Ray Dixson was third with 39 seconds. Howard Shire and John Diebel tied for fourth at 40 seconds and Don Johnson sixth at 41 seconds. Henry Racette had a DNF after killing his engine on the t&g. A close event with 1st through 6th place within six seconds and no penalties.

The second event was the Time, Glide and Spot Landing. Take off and climb for 30 seconds, kill the engine and glide as long as possible and land (stop) on a target on the runway. One point for each second in the air and minus one point for each foot away from the target. Some bonus points for novice first time Fun Flyers. The air times ranged from 74 seconds to 122 seconds and the target distance ranged from 12 feet to 345 feet. Henry Racette with the shortest time in the air landed closest to the target and John Deibel with the longest time in the air landed furthest from the target. With a few novice

points Henry Racette tied with John Woods for 1st place with a net 84 points. Ray Dixson was third with 19 points and Mike Anderson was fourth with 4 points. The last three places ranged from -7 points, -124 points and - 223 points.

The last event was the Taxi Event. Fastest time through 9 gates arranged in a double figure eight with—10 seconds for each gate missed or pylon knocked over. Ray Dixson is making this his event by posting the low time of 40 seconds with no penalties for first place. Second place went to Mike Anderson with 43 seconds and third to John Diebel with 47 seconds. Fourth was John Woods with 52 seconds and Don Johnson with 57 Seconds was fifth.

Overall Winners were 1st place, John Woods with 215 points; 2nd place Ray Dixson with 200 points and third place was



Mike Anderson with 170 points. Our novice, Henry Racette, came in 4th.

Many thanks to the Chef of the day, John Woods, Mike Anderson for getting the food to the field and Howard Shire for field preparation. Also thanks to those that helped in running the events. Although it looked bad to start it turned out to be one of our best Fun Fly flying days.



How big are they going to get? Above Mike Anderson holds on to Ray Dixson's new Bronco. The Bronco is scratch built from plans and Ray says it has about \$100 of balsa in it. It took some time to get the motors running right, but



then the big question was - is the runway long enough? It looks like Ray will take it to Springfield where they have a longer, flatter, paved runway for the initial flight trials. Should be quite impressive in the air.

COMING EVENTS

September 15 & 16 NEW MILLENIUM PATTERN CONTEST. Sponsor Springfield R/C Flying Club. Entry fee \$25. Registration 8 AM, Pilots Meeting at 9 AM. For more info call Dan Curtis at 417 887-2971 or e-mail warrior523@home.com

October 6 Sat. Swap Meet. Glenstone Office Complex. Sponsor The Springfield R/C Flying Club.

October 13, Sat Tri-Lakes October Fun Fly. Rocky Top Field. BBQ at noon. Pilots meeting at 2PM, three events to follow.

TRI-LAKES R/C FLYING CLUB
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