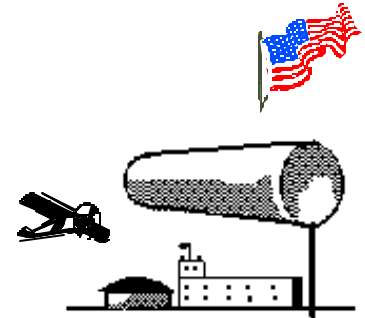


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB
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VOLUME 10 ISSUE 9

SEPTEMBER 2003

SEPTEMBER MEETING

SEPTEMBER 9, 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 Annette McEvoy and Shirley Metzger for lining up the great buffet for the August fun fly. I think everyone enjoyed the great food as well as a great fun fly.

This was one of the best attended fun fly's I can remember. I don't know if it was the good food, good weather, or the fact that we have been having such bad flying

TRI-LAKES R/C FLYING CLUB

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weather, but it was great to see so many in attendance. If there could be one improvement it would be that more new inexperienced pilots get involved. It doesn't make any difference if you win or loose! It is a chance to expand your ability as a pilot by trying to do something you may never do on your own. It's a FUN FLY! Come out and enjoy the October Fun Fly. The food may not be as good but the flying will be.

Howard

TRI-LAKES FINANCIAL STATEMENT

		AUG	Y T D
BALANCE	8/1/2003	\$ 1,281.96	\$ 954.61
INCOME-DUES	-----	\$ -	\$ 1,497.60
INCOME-SHIRTS&CAPS	-----	\$ 15.00	\$ 35.00
INCOME-FOOD	-----	\$ 40.00	\$ 127.42
INCOME-50/50	-----	\$ 5.00	\$ 47.50
INCOME-MISC	-----	\$ 15.00	\$ 22.00
EXPENSE-FIELD	-----	\$ 8.82	\$ 763.57
EXPENSE-NEWSLETTER	-----	\$ 7.40	\$ 112.79
EXPENSE-SHIRTS&CAPS	-----	\$ -	\$ -
EXPENSE-FOOD	-----	\$ -	\$ 50.68
EXPENSE-AMA	-----	\$ -	\$ 130.00
EXPENSE-Web	-----	\$ -	\$ 176.35
EXPENSE-meeting room	-----	\$ -	\$ 100.00
EXPENSE-MISC	-----	\$ -	\$ 10.00
BALANCE	9/1/2003	\$ 1,340.74	\$ 1,340.74

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

August 12, 2003

President Howard Shire opened the meeting at 7:04 P.M. at Rocky Top Field. All officers were present except Ray Dixson. There were 14 members attending. There were two guests, Darell Fontenot and Erv's son-in-law David (from Michigan) in attendance. The minutes from the July meeting were approved as published in the August newsletter. Treasurer Erv Rohde reported that the balance as of August 1st was \$1,281.96. The 50/50 raffle was won by Del Silva who received ½ of \$10.00.

Committee Reports: None

Announcements and Old Business:

New member, Dick Peterson from Lampe was welcomed, bringing the total Club membership to 54.

Gary Acton reported that he has disposed of the refrigerator for the club. Mike Anderson has donated another for our use and will bring it out to the field.

Mike Anderson reported the status for new Club shirts. A discussion was held regarding the colors for the printing and it was decided that we will stay with yellow and white for the dark color shirts and black and yellow for the light color shirts. Any of 13 colors available can be chosen. You must order and pay for the shirts in advance. Mike will send notification to all members by email so that those not in attendance will have an opportunity to also get their order in.

A thank you card was read from Ray and Vicki Dixson for their wedding gift. It was a gift card of contributions from several individual club members. .

Erv Rohde announced that he came across a copy of the original 1993 Windssock, Vol. I #1 for anyone that is interested in seeing it.

New Business:

Howard Shire presented Jack McEvoy with his Solo Certificate.

Mike Anderson asked everyone to update their pictures on the web page. Please contact him regarding the format needed so that he can include your latest and greatest on the web.

John Woods presented the club with \$15.00, the money collected at the fun fly on August 9th for the neck coolers. His sister-in-law Carolyn Adams donated the scarves and money to the Club. It was decided that we should send a

thank you letter to her for this nice gesture.

Don Johnson reported the points standings through the most recent fun fly as follows: Mike Anderson-612 points; Ray Dixson-407; Roscoe Fudge-186; Larry Gliser-10; Jim Halbert-10; Don Johnson-202; Reeder Jones-10; Curt Krause-90; Don Livermore-90; Jack McEvoy-10; Gary Metzger-10; Joe Major-501; David Rice-10; Erv Rohde-541; Howard Shire-167; Wade Stein-40; Ray Wommack-40; John Woods-281.

John Woods brought up the idea of having some kind of demonstration/air show type of activity for our next fun fly event, which will be held October 18th. There was discussion about ways to fill in the gaps between events/contestants. This would be something that would be interesting for the spectators in addition to the contestants themselves.

Joe Major has agreed to become an instructor for the club. Anyone needing some help should feel free to call on Joe for guidance.

There was considerable discussion regarding the safety rules at our field and apparent misunderstanding regarding allowing a **non** AMA member to fly at the Club field. Under the AMA INTRODUCTORY PILOT PROGRAM a **non** AMA member may fly at an AMA chartered club field **only** when on a buddy box system with a club INTRO PILOT. Only under these conditions will a **non** AMA member be covered under AMA liability insurance. The three AMA registered Club INTRO PILOTS are Mike Anderson; Ray Dixson and John Woods. If you have a friend or relative that would like to fly, please contact one of these three. Any AMA member can help or instruct other AMA members, however, for safety, only Club Instructors listed on the front of the Newsletter should give introductory flight training to Club members which are also AMA members.

Program:

Wade Stein showed his newest acquisition, a Viger 61 helicopter with JR equipment. He said this is the same plane that Dave Storey flew out here and is all carbon fiber. He is looking forward to mastering this one too. ** John Woods brought out his (Gary Metzger built) Gee Bee featuring Futaba equipment & a 72 four stroke engine. ** Jack McEvoy presented his Four Star 60 with numerous modifications including a cowled 91 Magnum four stroke engine and custom paint, graphics & covering. ** Joe Major has a brand new Fuji 32 for sale. Never used-\$250.00

The meeting adjourned at 8:15 P.M.

THE EDITOR'S NOTE PAD

The third Fun Fly of the year went off in great style with Erv Rohde making up over 250 points on Mike Anderson for the coveted Top Gun 2003 award. Joe Major is also within striking distance of Mike if he has a good day at our last Fun fly of the year on October 18th. Will we have another sweep of the events by a single pilot? Will we have a fourth event added to the final Fun Fly? Don't miss the exciting conclusion to Top Gun 2003!

Paid a brief visit to the Springfield R/C flying club's annual Float Fly. In contrast to some prior years, the weather was ideal with very light winds (Saturday). They had some nice raffle prizes and their usual BBQ burger and brats concession was doing quite a business. There were at least four of our Club members and a couple of spouses there as spectators. The attendance did seem to be down from previous years which is surprising since the weather was so nice. Below is a photo of a big 1/3 scale Super Cub that flew as nice as it looked. Next year should we give Top Gun points to our Club members for entering in their one event? Ten points for entering, on up to 100 points for winning? Give it some thought.

Time to land for this month. Happy flying!



NEW CLUB MEMBER

At the August meeting Richard (Dick) Peterson joined the Club as a new member. Dick and his wife Eva live in Lampe.

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



Above is Don Livermore's Four Star 60 as he tries to touch down on the Spot Landing target. Touching down 12'-2" from the target got him a fourth place in this event. Looks like the three time Club Top Gun may be getting a little rusty from flying whirlybirds most of the time. Good to have you come down and fly with us Don!



Above is John Woods' new toy. The Great Planes Gee Bee was actually built by Gary Mtezger. John should now be good competition for the Ugly Slabs if he can keep the Gee Bee in one piece for awhile.



Above is Jack (and Annette) McEvoy's Four Star 60. They put quite a bit of customizing into the fuselage to make the cowl fit, Covered in Mono-kote it looks great. It has a four stroke .91 for power. Check out the pilot figure!

AUGUST FUN FLY

It was a great summer day—a slight breeze, some scattered clouds and the temperature in the mid 80's. During the morning many of the pilots were getting in some practice flights although no one yet knew what the events would be.

About 11AM the food for lunch started to arrive. And it even continued to arrive until about 2 PM. Cathy Metzger and Annette McEvoy had organized a great summer potluck with more than enough food for all the pilots and guests. The food ranged from hot dogs and burgers, with all the trimmings, to chicken, several salads, cake, cookies and much more. Got to admit that Gary Metzger did a superb job of burning the burgers and dogs. Many thanks to the McEvoy's and Metzger's for a job well done! Also Many thanks to everyone else that brought the many food dishes and helped with the setup!!

After a hearty lunch it was on to the main business of the day, the August Fun Fly. After Fun Fly Director, Mike Anderson, did his survey to determine the events, he then drew numbers for the order of the events and then for the order the pilots would fly.

The first event was CARRIER LANDING. Take off and do five touch and goes between two lines. Shortest time wins. Don Johnson drew the first flight and set the tone for this event by losing his plane in the trees after his first T & G. In all, six of the eleven pilots did not finish this event. Erv Rohde was first in this event with a time of 89 seconds. Second was Joe Major with 95 seconds and third was Ray Dixson with 122 seconds. Fourth went to John Woods with 125 seconds and fifth was Curt Krause at 137 seconds.

The second event was CLIMB, GLIDE AND SPOT LANDING. Climb for 30 seconds, glide

as long as possible and stop on the target. Deduct one second for each foot the plane stops away from the target. First place again went to Erv Rohde and his Pro Twister, with a time of 259 minus 4 for a net time of 255. Who said Ugly Slabs can't glide! Erv seemed to catch a thermal and beat out Don Johnson's powered glider, pushing him into second place with a time of 245 minus 14 for a total of 231. Third place went to Don Livermore with 271 minus 83 for 188, fourth place Ray Dixson at 175 minus 0 for 175 and fifth went to John Woods with 221-66 or 155. The big developments in this event were Ray Dixson stopping his plane on the target and Mike Anderson having a great flight except his engine kept running for a disqualification.

The last event was a SPOT LANDING. Take off and touch down on a target. Closest touch wins. Again Erv Rohde was first with 3' - 9". Second went to Roscoe Fudge at 7' - 9", third was Joe Major at 9' - 5", fourth Don Livermore at 12' - 2" and fifth was Mike Anderson at 12' - 9".

It was a long hard fought competition but one pilot was the Top Gun for the day. For the second Fun Fly in a row one pilot won all the events. This time it was Erv Rohde that took home all the marbles, or in this case 300 Top Gun 2003 points. Good job Erv!. Second place with 130 points was Joe Major, four pilots tied for third with 90 points—Don Johnson, Roscoe Fudge, Ray Dixson and Don Livermore.

It was a great way to enjoy a very pleasant summer day. A wonderful picnic lunch, great competition and comradery and a good show for the appreciative spectators. It really doesn't get much better than that! Many thanks to all that helped with the lunch and to Fun Fly Director Mike Anderson and his helpers for a great competition.

The next Club Fun Fly, and last chance at Top Gun 2003 points, will be October 18th. Come and join in on the fun.

HINTS AND TIPS

From the MAY & JULY 2003 NATIONAL NEWSLETTERS

Drilling engine mounts

When using those black plastic engine mounts, it's difficult to mark where you should drill for the engine mounting bolts/screws, still having all the holes aligned and getting the engine right where you want it. One good way to do this is to have the engine on the mount, in the airplane, aligned just how you want it. Then, chuck a piece of music wire, about 3/32 inches and four or five inches long, in your drill, with a rough-cut end out. Use this to mark your holes. With a little pressure, the rough end of the wire will make a visible mark, and will even chew a small depression in the plastic, giving you "center punched" marks and ensuring proper alignment for drilling.

Wing servo mounting

One way to mount a servo on a foam wing is to mount flush. This is especially advantageous for racing airplanes or gliders, where drag reduction is important. Make a hole in the wing (hot cut, razor, or router), line with a 3/32-inch balsa on the sides, and put in plywood corner pieces to accept the screws for the cover. The cover is made of 1/16-inch ply, to fit flush with 1/16-inch wing skin. Mount the servo onto pine or plywood blocks, glued to the cover (or use servo mounting tape). Cut a slot for the servo arm, and you're set. This type of mounting is strong, light, and allows for easy access to the servo.

Marking dark MonoKote

Putting any kind of decent marks on MonoKote is difficult, especially if the MonoKote is a dark color. This becomes a hassle for you when trying to accurately place control horns or mount a switch to a surface that's already covered.

Try putting down a piece of masking tape in the approximate location. Then line up the horn or switch plate and make your marks on the tape. The marks are visible, and you can cut or drill right through the tape. You can pull off the tape easily by pulling it sideways over itself (i.e. don't pull straight up or you may lift off the covering).

from the newsletter of the
Skagit R/C Club
Pat Goffin, editor
Burlington WA

Convenient clean up

Want a nice, neat, convenient way to clean up that airplane? Use baby wipes, those soft wipe tissues that come under various brand names and are packaged in handy plastic boxes. The wipes must contain some kind of cleaning agent because they remove oil very well, and the lanolin in them acts like a polish

from Flying Times
Valley RC Flying Club
Randy Ryman, editor
Harrisburg VA

Trimming MonoKote

Do you have the same problem I had—wondering how to trim off the excess MonoKote from your airplane? It is especially hard to trim around those corners. Here's an idea that's as simple as 1, 2, 3. Take a piece of scrap plywood and cut it into strips about 1 1/2-inch wide and four inches long. Next, place a single-edge razor blade at a 30 degree angle on each side of the piece of plywood. Put one drop of medium CyA in the center of the razor blade (there is a small hole in the center of the blade). Now you can trim off your excess MonoKote and have a clean cut line. You also can determine your trim size by the thickness of the plywood you use.

from RC Prop Wash
Ocala Flying Model Club
Dick Smith, editor
Ocala FL

Rubber band clean-up

After a day of flying, take the oil- or fuel-covered rubber bands and place them in a container of corn starch. Shake them up so they are well covered. The corn starch soaks up the oil, and you'll have almost new rubber bands for your next flying session. Snap them before securing that wing, and you'll find that most of the corn starch falls off, leaving a fresh rubber band.

from TaleSpins
Fredericksburg Aeromasters
James Bingham, editor
Fredericksburg VA

Center of gravity

Place a small sticker at the center of gravity (CG) on your model. That way you have a reference point for tuning. A neat way to identify the CG is to punch a symbol out of the checkerboard MonoKote trim sheets. This makes a small 1/4-inch sticker that even looks like a CG symbol.

from El Torbellino
San Diego Orbitters Free Flight Club
Howard Haupt, editor
San Diego CA

Words of wisdom from Club Safety Officer Roscoe Fudge

Remember, down wind landings are not advisable except in emergencies

Roscoe

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