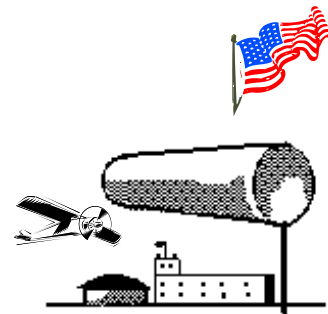


# THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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## THE CHINESE ARE COMING!



Here is a group of photos of Gene Fuson's new plane as he describes it in his own words. "It is an AeroMax Edge. I bought it on E-Bay for \$35, and paid \$27 for shipping. It was made in China. It was fairly easy to put together. I used my old Evolution .46 engine, it is probably too much motor, but it is what I had laying around. I used 5 JR servos, and a JR 7 channel receiver. The prop is 11X5 from Tower Hobbies. This airplane is very light weight, 3.5 lbs., but is made somewhat flimsy, mostly balsa, and very little light plywood. I modified the landing gear and I had to replace the tail wheel assembly right away, it was way too flimsy for this airplane. I made some other minor mods too. I hope it holds up for awhile. This company also makes an airplane called Butterfly, it is designed for electric power. It is roughly the same size as this one, only lighter. It is also available on E-Bay." It looks and flies great Gene, hope to see you flying it at our next Fun Fly.

## THE PRESIDENT'S CORNER

Hi All Members;

Looks like the season is almost over, it seems like the time really flies and it has been so hot this year that it just wasn't fun at times.

The Fun Fly Day was one of those when it went into triple digits, which for some of us is just too hot. We have had several new young men and their fathers out flying and I believe they have both joined AMA .

Last week end was very eventful, and I think I started it with a very bad landing - didn't hurt the bird only my ego. Then Gene had a close encounter at the North end of the field with his Electric, some damage occurred. Then Gene had a close encounter of the first kind with the bench I had my airplane on; he sat on one end and it "flipped him", again no real damage done. Just Pride. The trainer John was flying decided to quit on final and landed short, only picked up a couple of small holes in the wing. Had it back in the air in just a few minutes. Last we flew my P40 and it did real good until I told John that we had no throttle control. We ran it until it was out of fuel. Good landing John. Don't forget to put the little screw back in the servo arm or it might pop off???? See you all at the meeting next week.

Dave

## THE EDITOR'S NOTE PAD

It's been kind of a slow, hot month. Other than the Fun Fly, we did put on a flight demo for the Boy Scouts. About four of us flew at the Rec-Plex but we only drew a few Scout spectators, Seems like the Scouts had the option of watching us or taking SCUBA lessons in the pool during that time slot. On a hot day guess what was most popular?

After 15 years, it seems to me that it is time to take a good hard look at the Club Newsletter. All Club members now have email capability and with the instant communications that we now have, the Newsletter doesn't contain much timely news anymore. I'll be talking to people about this and maybe have more on it next month. If you have any thoughts on the subject, I'd like to hear them.

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

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## NEW MEMBER

August brought us another Club member bringing our Club Roster to 25.

Charles W.("WEST") Kistler joined the Club in August and is mostly an electric flyer. He also likes to mount a camera in his plane and take pictures while flying. He and wife Toni live in Lampe.

Welcome to the Club West, we are pleased that you have joined us.

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TRI-LAKES FINANCIAL STATEMENT 2010			
		AUG	Y T D
BALANCE	8/1/2010	\$ 1,064.31	\$ 2,507.94
INCOME-DUES -----		\$ 80.00	\$ 955.02
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ 28.50	\$ 95.50
INCOME-50/50 -----		\$ 3.50	\$ 22.50
INCOME-MISC -----		\$ -	\$ 416.41
EXPENSE-FIELD -----		\$ 101.38	\$ 1,976.40
EXPENSE-NEWSLETTER		\$ -	\$ 17.60
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ 13.57	\$ 70.67
EXPENSE-AMA -----		\$ -	\$ 105.00
EXPENSE-Web -----		\$ -	\$ 185.00
EXPENSE-meeting room		\$ -	\$ 75.00
EXPENSE-MISC -----		\$ -	\$ 506.34
BALANCE	9/1/2010	\$ 1,061.36	\$ 1,061.36



# MEETING MINUTES

## TRI-LAKES R/C FLYING CLUB

AUGUST 10, 2010

Vice President Bud Austin called the meeting to order at 6:05 P.M. at the Rocky Top Field. All officers were present except Dave Medley and Erv Rohde. There were 7 members present including the officers. There were no guests. Fritz Corbin won the 50/50 pot. He received \$3.50 of the \$7.00 pot.

### Committee Reports:

Howard Shire reported that we have a balance of \$1064.31 in the bank account.

Minutes of the July meeting were approved as published in the Newsletter.

### Old Business:

Bud Austin said that we should be using our sales tax exemption.

The Boy Scout Jamboree will be August 14. Those wishing to participate should plan to arrive at 7:30 A.M.

### New Business:

Howard Shire read a letter from SCOPE about participating in the Missouri State Fair. He asked if anyone had made an offer to participate and no one had. Since no one had any idea what we could offer, they will be notified that we will not participate.

Meeting adjourned: 6:25

### Program: None.

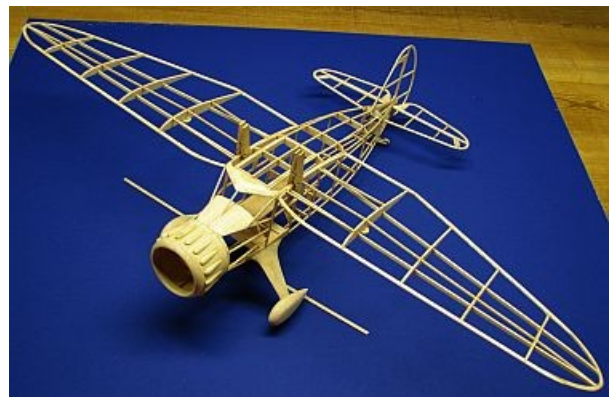
Below is Dave Medley's twin engine and twin tailed Cessna. Dave finally got it running well enough for John Woods to take it up for a successful test flight. Dave flew one of these in the Air Force as a forward air controller. The design looks like it could be a real finger eater while preparing it for flight.



Above is John Woods giving a buddy Box Intro Pilot lesson to Harry Coplin. Harry's girlfriend's son Tristan and his buddy Wade await their turns at the Buddy Box. They all did well. Tristan will probably join the Club. Below is Howard Shire's Super Sportster coming in for a nice landing. Flies well but could use some fancy, flashy graphics.



Below is Don Johnson's newest project. Shown in bare bones, the Stinson Reliant is an old 25 cent Comet kit with a 25 inch span. It will be 3 channel R/C and use the Park Zone Brick, a 5 gram out-runner and 2 cell 300 mAH Li-Po. Hopefully it will weigh in at 2.5 ounces or less.



## Landings: Touch-and-Go or Bounce-and-Go?

by Glynn Mount, from the Cam Journal, Central Arizona Modelers, Inc,

“Touch-and-go” is a great way to practice landings. It’s a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second, and if the second bounce doesn’t break your propeller, you might be lucky enough to dribble to a stop before running off of the runway.

This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines.

There are however, a couple of ways you could recover from a bad bounce and keep your dignity intact. One is to maintain “full back pressure” on the stick (i.e. full up elevator) in the hopes that there is enough flying speed to cushion the second bounce. If the bounce is more of a high-speed skip, this method works well.

The second method is to immediately apply power and return to level flight.

I’ve tried both methods, and a “bounce-and-go” with quick application of power will usually result in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look as though you did it on purpose.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try “not to land.” The airplane will slow and “sink in” in spite of you, giving you a smooth transition from air to ground. →

**From the newsletter of the Silent Electric Flyers of San Diego**

## Aviation Wisdom

1. Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.
2. Rule One: No matter what else happens, fly the airplane.
3. Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money.
4. The propeller is just a big fan in the front of the airplane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat.
5. If you’re ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don’t like what you see, turn ’em back off.
6. A check ride should be like a skirt, short enough to be interesting but still long enough to cover everything.
7. Speed is life; altitude is life insurance.
8. Never let an airplane take you somewhere your brain didn’t get to five minutes earlier.
9. Don’t drop the aircraft in order to fly the microphone.
10. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller.
11. Hovering is for pilots who love to fly but have no place to go.
12. The only time you have too much fuel is when you’re on fire.
13. Flying is the second greatest thrill known to man; landing is the first!
14. You know you’ve landed with the wheels up when it takes full power to taxi.
15. Those who hoot with the owls by night should not fly with the eagles by day.
16. Young man, was that a landing or were we shot down?
17. Learn from the mistakes of others. You won’t live long enough to make all of them yourself.
18. Fighter pilots believe in clean living. They never drink whiskey from a dirty glass.
19. Things which do you no good in aviation: Altitude above you. Runway behind you. Fuel in the trunk. A navigator. Half a second ago. The airspeed you don’t have.
20. If God meant man to fly, He’d have given him more money.
21. Flying is not dangerous; crashing is dangerous.
22. Flying is the perfect vocation for a man who wants to feel like a boy, but not for one who still is. →

# AUGUST FUN FLY

On the way out to the field it was obvious that it would be a difficult Fun Fly. The wind was hot and brisk, blowing from west to east across the runway. Arriving at the field just before noon, there was already a group sitting down enjoying the traditional lunch of hotdogs, chips and sodas. Janet Woods had also brought a nice cake for our enjoyment. Thanks Janet!

About 12:30 no one was talking about canceling the contest do to wind so a short pilots meeting of six anxious aviators was held. Then it was on to the first event.

The first event was **FLIGHT PLAN B** Place plane with at least one wheel on the target disk. Take off (time starts when plane moves) and do a loop then land, stop, take off and do a roll, land, stop, take off and do a figure eight, land and position plane with at least one wheel up on the target. Time stops when plane is stopped with at least one wheel on the target and the pilot, with the transmitter, is in the pilot station. Restarts are allowed with time running. Transmitter must be within the pilot station whenever the plane is moving under its own power. Time limit 4 minutes. John Woods was in the groove and posted a time of 105 seconds. In second place was Bud Austin with 159 seconds and third place was Erv Rohde with 164 seconds. Howard Shire was fourth with 210 seconds and Fritz Corbin was fifth at 232 seconds. All six pilots completed the event in the allotted time but the wind caused many of the planes to need restarts. Also most of the pilots took the option of running to their plane and carrying it to the target rather than taxi onto the target.

The next event was **BUD'S CLIMB AND GLIDE TO SPOT LANDING** Climb for 20 seconds, shut off engine, glide to a spot landing. Time starts when plane moves and stops when it stops. Subtract one second for each foot away from spot. Highest time wins. Again the wind played a big part in the results. Howard Shire showed the way by staying up 86 seconds and stopping 62 feet from the target, for a net time of 23 seconds. Second place was a tie with a

minus 75 net score. Fritz Corbin 50 seconds less 125 feet and Bud Austin with 67 seconds less 142 feet. In fourth place was John Woods with 71 seconds less 185 feet (net minus 114) and fifth was Erv Rohde with 52 less 250, net minus 198. Fritz lost his wheels trying to glide back to the runway and Don Johnson got a DNF because he couldn't get his electric motor to rev up, however checking it out later it ran perfectly. Go figure!

The last event was **TIMED FLIGHT WITH LOOPS & ROLLS** Take off and do a loop followed by a roll as many times as possible in a 90 second flight. Timing starts when plane moves and stops when plane stops. Pilot will receive 5 points for each decent loop & roll (judges decision) and 1 point penalty for each second off the 90 second mark. There will also be a 20 point penalty if the plane stops totally off the runway. Pilot can receive timing help. High score wins. Bud Austin got back to his winning ways with 11 loop-rolls and only a 3 second penalty for a net 52. Don Johnson was second with 10 loop-rolls and 7 seconds for a net 43 and Howard Shire was third with 9 loop rolls less 7 seconds for a net 38. John Woods was fourth with 8 loop-rolls and a net 37 and fifth was Erv Rohde with six loop-rolls and a net 24. One of the pilots said he thought he was supposed to do figure eights but with the wind it was hard to tell the difference and the judges gave him a decent score. Hey, it's a Fun Fly!

First place overall was Bud Austin earning 230 Top Gun 2010 points. Second overall was Howard Shire with 180 points and third overall was John Woods with 160 points. In a tie for fourth place, or last place if you wish, with 90 Top Gun 2010 points each was Fritz Corbin, Don Johnson and Erv Rohde.

Again thanks to everyone for pitching in on judging and scoring and John for getting the grub. The next Fun Fly is scheduled for October 16th. Hope to see you there.

# SEPTEMBER MEETING

SEPTEMBER 14, 2010 6:00 PM

Meet at **ROCKY TOP FIELD.**  
In case of severe weather,  
meet at the **Branson Rec-  
Plex.**

## Program

Fly before the meeting and bring our  
current projects for show and tell.

### TRI-LAKES R/C FLYING CLUB

#### PRESIDENT

DAVE MEDLEY 739-5931

#### VICE-PRESIDENT

BUD AUSTIN 561-4466

#### SECRETARY

HOWARD SHIRE 779- 5069

#### TREASURER

ERV ROHDE 538- 2439

#### SAFETY OFFICER

GENE FUSON 538- 9346

#### FIELD MARSHALL

BUD AUSTIN 561-4466

#### INSTRUCTORS

ERV ROHDE 538-2439

HOWARD SHIRE 779-5069

JOHN WOODS 338-8419

## SAFETY FIRST

For the next few months we will be re-  
viewing the club safety rules and regula-  
tions as adopted by the club on October  
1997 and revised on 5-12-98.

11. Flying over the pit or spectator area is  
prohibited unless beyond control of the pi-  
lot. Aerobatic maneuvers that are directly  
towards the pit or spectator area are pro-  
hibited.

12. When several aircraft are flying, a  
spotter should be used to warn the pilot of  
possible collision with other aircraft, other  
aircraft landing, or other field mishaps that  
may endanger the pilot.

13. Pilots must announce that they are go-  
ing to be landing and taking off to the other  
pilots on the field. (Shouting or yelling this  
is almost a must as most of us old timers  
don't hear real well). Also, I've noticed that  
some of our members are somewhat lax in  
adhering to this rule.

See You at the Field,  
Gene Fuson  
Safety Officer

### TRI-LAKES R/C FLYING CLUB

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Kimberling City, MO 65686

