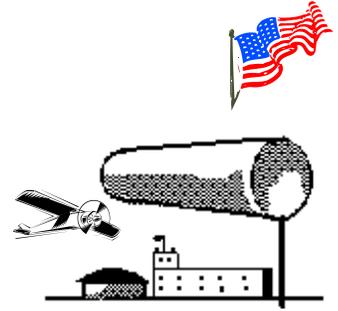


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

EDITOR - DON JOHNSON - 272 SOUTH PORT LN Unit 33, KIMBERLING CITY, MO 65686
(417) 779-5340 e-mail donmarj@outlook.com

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



VOLUME 24 ISSUE 10

OCTOBER 2017

TAMING THE BEAST



What do you do if you scratch build a 65% Pro Twister that is at least as fast and agile as the full scale plane but is a little too much for a “mature” pilot and it ends up looking like the photo top left? Well your editor had this problem, so he stripped all the parts off the old plane and installed them, minus flaps, on a new scratch built plane made out of foam-Depron and blue fan fold. To cut the speed down the wing was made slightly thicker and the span was increased from 27 inches to 36 inches. It was still a little fast and was difficult to land without tipping over. The next step was to replace the 3 cell Li-Po with a larger 2 cell Li-Po and use a larger prop. This actually increased the thrust about 10% while it reduced the top speed from 44 to 30 mph. This is what’s neat about flying electric, all kinds of tweaking possibilities! Kind of like reducing the gear ratio. The plane now flew very solidly and was still quite agile but would still flip over on landing. The final step was to change the landing gear and put on bigger wheels with a wider flat tread. The last six landings have had a nice roll out. The flying weight of the new plane is now exactly the same as the old plane at 605 grams. This has become one of my favorite planes to fly.

THE PRESIDENT'S CORNER

We've had a lot of nice days for flying so hope you all were able to get out to the field and enjoy the weather while I was absent in the hospital.

As most of you know I did have my operation and am still recovering some what. It was a lot harder than I anticipated so recovery has been very slow - some one said it may be age related too..... hum. My doctor delayed removing my staples and the two drain tubes for a week so that was a bummer. Anyway, I am doing very well but it's just going to take a little longer than expected.

I think we'll be able to have our October 10th meeting as I get back to being able to get out to the field. Don will be gone so if we are unable to have the meeting at the field due to bad weather, we won't be able to use the Club house. I'll check with the pizza restaurant to see if we can use a place in the back. If someone has another idea, let me know.

At the upcoming October meeting the nominating committee for 2018 Club officers will be formed. The committee will be made up of the existing officers. The committee will nominate a slate of officers at the November meeting. All those wishing to consider serving in one of the officer's position, let me know so we can include you in consideration during the nomination process.

Our last Fun Fly for the season will be Oct. 14th. The events will be in this Newsletter issue as usual so check them out so you're ready for the contests.

Thank you all for your nice cards, phone calls and visits while I was laid up. They were very encouraging. I'll be back to the field soon so I look forward to seeing you all.

Happy Landings John

THE EDITOR'S NOTE PAD

Don't forget the club meeting on the 10th and the last Fun Fly of the year on the 14th. Your editor will be out of town on both these dates but President, John Woods, says he is on the road to recovery from his recent operations and will be able to cover for me. Going to miss the Fun Fly since I will not be able to get my normal third or fourth place points that count toward the Top Gun 2017 Certificates. Oh well there is always next year. Maybe I'll have my tamed Pro-Twister foamy honed in by then and be able to compete a little better.



A couple of weeks ago I felt someone sneak up behind me with a camera. I turned and asked Phil Rogers what he was doing. He said you take pictures of everyone else so I'm taking a picture of you, I'll email it to you. Being thankful for any one that submits material

to publish in the newsletter, to the left is Phil's picture of me, Thanks Phil.

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

TRI-LAKES FINANCIAL STATEMENT 2017			
		SEP	Y T D
BALANCE	9/1/2017	\$1,180.56	\$ 2,029.22
INCOME-DUES -----		\$ -	\$ 400.00
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ -	\$ 30.00
INCOME-50/50 -----		\$ -	\$ 16.00
INCOME-MISC -----		\$ -	\$ 1.00
EXPENSE-FIELD -----		\$ 31.00	\$ 1,025.53
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ -	\$ 34.71
EXPENSE-AMA -----		\$ -	\$ 120.00
EXPENSE-Web -----		\$ -	\$ 135.17
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC -----		\$ -	\$ 11.25
BALANCE	10/1/2017	\$1,149.56	\$ 1,149.56

OCTOBER 14TH FUN FLY

FIRST EVENT WILL START AT 11:00 AM

BBQ AFTER THE Fun Fly

There will be three events.

Event 1. LOOPY MINUTE In exactly 60 seconds take off (time starts when plane moves) and do as many loops as possible in 60 seconds. The Counter will count the loops and the Timer will yell TIME exactly 60 seconds into the flight, Counter stops counting. Most loops wins. A loop is a circle starting at the bottom, going up over the top and back down to the bottom (count 1), do it again (count 2), etc. Loops must be in a vertical plain, reasonably in front of the judges (judges judgment) and parallel to the runway. Loops where the plane falls out or doesn't complete the circle do not count.

Event 2. DURATION AND DISTANCE. Take off and climb for 15 seconds. Time starts when plane moves. Turn motor/engine off and glide to X on runway. Time stops when plane stops. Score is total flight time in seconds plus distance in feet plane stops from X. Low score wins. Bonus, minus 30 seconds if pilot does a loop during flight. Penalty Plus 30 seconds if motor/engine runs or idles during 17 to 20 seconds into the flight. If motor/engine continues to run or idle after the 20 second mark the flight is DQ'ed.

Event 3. TENNIS ANYONE? There will be three unrestrained tennis balls in the square. Take off from the square (time starts when plane moves) and land in the same direction as take off and park the plane in the square (all parts of the plane that touch the ground must be within the square). The transmitter must be in the pilot station any time it is used to move the aircraft. The pilot must go to the square and retrieve one tennis ball and place it in the pilot station. Repeat sequence for each of the two remaining tennis balls. Time stops when the third tennis ball is on the ground in the pilot station. There will be a 10 second penalty for each tennis ball blown or kicked out of the square. Pilot may place tennis balls any place in the square before take off. Pilot must place any tennis ball outside of the square back in the square before takeoff or before picking it up and placing it in the pilot station. Low net time wins.

TRI-LAKES R/C FLYING CLUB

PRESIDENT
JOHN WOODS 338-8419

VICE-PRESIDENT
GENE FUSON 538- 9346

SECRETARY
DON JOHNSON 779-5340

TREASURER
FRITZ CORBIN 272-1106

SAFETY OFFICER
GENE FUSON 538- 9346

CO-FIELD MARSHAL
BUD AUSTIN 561-4466
FRITZ CORBIN 272-1106

INSTRUCTORS
BUD AUSTIN 561-4466
HOWARD SHIRE 779-5069
JOHN WOODS 338-8419

SAFETY FIRST

One way to avoid accidents is to never be in a hurry while you are preparing to get your plane into the air. Rushing to get in the air is a quick way to disaster.

Take the time to double check all of your equipment. Maybe even use a checklist. The airplane you save might be yours. (Or, it might be mine).

See you at the field,

Gene Fuson

Safety Officer

MEETING MINUTES

TRI-LAKES RC FLYING CLUB

The September Club meeting was cancelled.

THE NEXT CLUB MEETING
WILL BE OCTOBER 10,
5:30PM, AT THE CLUB FLY-
ING FIELD.