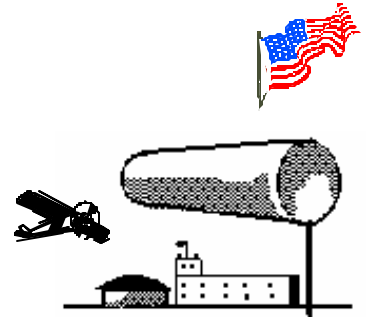


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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



VOLUME 8 ISSUE 11

NOVEMBER 2001

NOVEMBER MEETING

NOVEMBER 13, 7:00 PM
Meet at the BRANSON COMMUNITY CENTER.

Program

Bring your new planes and projects in progress for show and tell.

THE PRESIDENT'S CORNER

We had a great turn out for October's Fun Fly and it seems everyone is doing much better in their participating. Not as many mishaps as we use to have. Thanks to Don Johnson for organizing the day and Marge for tallying all the numbers. Also, we appreciate every one else who helped

with the event. We collected \$30 from our Hot Dog & Drinks extravaganza which helps our bank balance and our feeble waistlines.

You can view the results of all the events on our web site. After winning the first event I thought I would have to enlarge my trophy cabinet but had some bad luck and Mike & Ray had all the good luck so aced out the rest of the field. Don Livermore made some comments on our web site but probably not worth reading. He did have his 60th birthday on Halloween and we all share in this special event. Happy Birthday Don.

Virgil Moon and Ray Wommack are serving on our nominating committee and I'm looking forward to hearing who they nominate for next year's officers. November's meeting will be nominations. December we will elect the officers and January the new officers will take office.

Next month we will have our meeting at the Branson Community Center at 7:00 PM. Try and make it out to the field to fly before the meeting.

Happy Landings.....JOHN

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

RAY DIXSON 870 426-4310

ROSCOE FUDGE 336-5841

DON LIVERMORE 823-8899

ERV ROHDE 538-2439

CHRIS RUST 546-6681

JIM STUART 546-6255

JOHN WOODS 338-8419

TRI-LAKES FLYING CLUB MEETING MINUTES OCTOBER 9, 2001

Due to a misunderstanding about the meeting location, President John Woods opened the meeting at 7:25 P.M. at Rocky Top field. All officers were present. There were 13 members present including the officers. The September minutes were approved as written in the October newsletter.

Treasurer Erv Rohde reported a balance of \$1705.35. Joe Major won the 50/50 raffle; he received half the \$14.00 collected.

Committee Reports: None

Announcements and Old Business:

John Woods thanked Curt Krause, who had left prior to the meeting, for purchasing and installing the tarp on the back wall of the shelter.

New Business:

Don Johnson made a motion that the club purchase two dozen more ball caps with the club graphic on them, to be sold by the club. Motion carried. John Woods stated that the fee was due for the web site and asked if the club desired to keep the site. The vote was unanimous to keep the site. John announced that a nominating committee was needed for the election of officers for the 2002-year. Ray Wommack and Virgil Moon agreed to serve on the committee.

Due to the threatening weather the meeting was adjourned at 7:55 P.M.

THE EDITORS NOTE PAD

Time to think about a new Club President. Yep, John Woods says he needs to retire. John has been the Club President for three years and the club has done well under his leadership—good membership numbers, financially sound, good physical facilities, good safety record and a friendly helpful atmosphere when you fly at the field. Many thanks John, just don't forget where the field is as we still want you to come out and fly with us. Oh by the way, as the new ex President you will still be on the executive committee until there is a new ex President.

Things are changing at the field. Last Saturday there were seven members flying electric. The size range was from about 6 ounces to 6 pounds. At one time there were four electrics in the air—sounded like a bunch or angry bees. With two of them flitting around close to the pilot stations you had to really pay attention and not be distracted from the plane your were flying. Welcome to the environmentally friendly skies guys!

As the picture below shows, many of the planes at the field are sporting American flags. Just seem like the right thing to do.

Time to land for this month.



OCTOBER FUN FLY

After two postponements, due to high winds, it looked like this would be a perfect day for the October Fun Fly. A good group of members and guests had gathered at the field. At noon, chef Tom Mckenzie fired up the BBQ grill and cooked off a bunch of hot dogs which sold quite well until the buns ran out. After a hearty lunch, thoughts turned to the day's competition. This was the last Fun Fly of the year and would determine the Club 2001 TOP GUN AWARD. Ray Dixson had a comfortable points lead but Mike Anderson and John Woods had a mathematical chance to become TOP GUN.

As the pilot's meeting time approached the wind came up and would definitely effect the aircraft, but this did not dampen the competitive spirit. It was time to fly!

The TAXI EVENT was the first challenge. Five gates set up in a double figure eight. Low time wins. Gates were set six feet wide and low so the wings could pass over but the wheels had to go through the gate without touching. President John Woods was first off and continuing his winning ways by posting the low score of 88 points including 30 penalty points. Mike Anderson was hot on his tail with 92 points including 30 penalty points. Don Johnson and Howard Shire tied for third place with 96 points, both having 20 penalty points. This was a tight event with just 21 points between first and 6th place. Wind was definitely a factor on control and two planes were unable to finish the course.

The second event was a 90 SECOND FLIGHT with LOOPS. Take off and do as many loops as possible in 60 seconds then land in exactly 30 seconds. 5 points for each loop and 1 point penalty for each second off 90 seconds that the plane is moving. Ray Dixson proved that big is better by being able to turn 13 loops in the wind for 65 points and was only 5 seconds off on landing but missed the field for another 10 point penalty, getting the winning score of a net 50 points. Second place went to Curt Krause with 10 loops

(50 points) and a 24 second penalty for a net score of 26 points. Mike Anderson was third with 7 loops (35 points) and only 11 seconds penalty for a net score of 24 points. Don Johnson was a close 4th with a net 23 points.

The last event was a CLIMB and GLIDE & SPOT LANDING. Take off and climb for 30 seconds, kill the motor and glide as long as possible and land on the runway target. One point for each second in the air and minus 1 point for each foot away from the target when the plane stops. The wind had a big effect on this event by making the dead stick landings very hard to judge. Mike Anderson was the last one up in this event but had the best net score of 62 points, 122 seconds minus 60 feet. Ray Dixson had the best air time of 154 seconds but a 105 foot penalty gave him a net score of 49 points for second place. Third place went to Don Johnson's electric 4 Star 40 with a net score of 10, 95 seconds—85 feet. All other pilots had negative scores for landing more feet away from the target than the number of seconds in the air.

Overall winners were First Place Mike Anderson with 220 Top Gun Points, Second place was Ray Dixson with 180 points, Third Place John Woods with 130 points, Fourth Place Don Johnson with 120 points and Fifth Place Curt Krause with 100 points.

This was a good Fun Fly even with the gusty winds. With 8 pilots and three events there were 24 flights—22 of the flights were successfully completed. The most severe damage to any plane was a broken prop. Great flying guys!

Many thanks to chef Tom Mckenzie and food procurer Mike Anderson for the BBQ lunch, Howard Shire for having the field in great shape, my wife for keeping the scores and several club members that helped with timing, counting and measuring during the events.

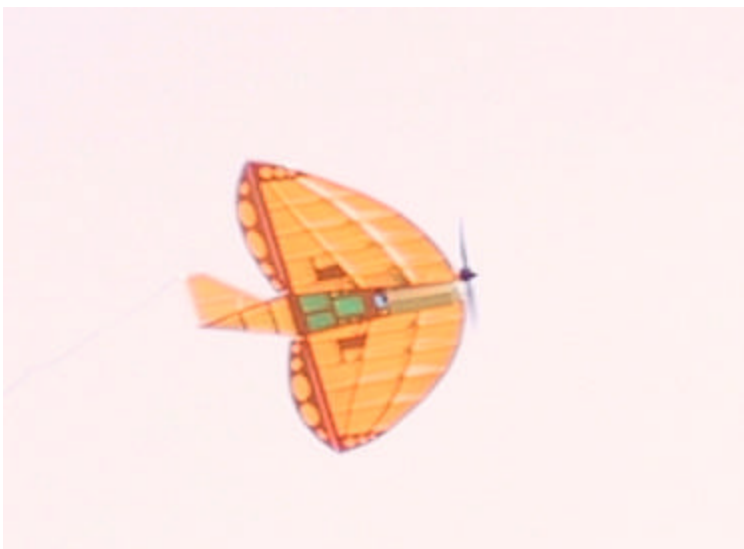
As a note of interest we were able to get in all four Fun Flys this year plus New Year's Day!



Got a little dark at the October meeting. Here Ray Wommack explains some of the features of his new ARF airplane during Show-And-Tell. In the foreground is Mike Anderson's new electric Razor and Astroflight battery charger. Nice to get a photo where no one panned for the camera.

Don't forget that November's meeting will be at the Branson Community Center. However fly at Rocky top Field before the meeting, weather permitting.

At right is Mike Anderson with his new FMA electric Razor prior to its first flight. With the Speed 600 motor it proved to be fast and tricky, with short run times. He has since converted it to Speed 400 power and it now flies with more stability and longer run times. The change has made it a more relaxing plane to fly.



At left is Ray Dixson's Elipstik 400 with a 43 inch wing span and a geared Speed 280 motor. The stock 280 did fly it but Ray got a high performance dual ball bearing 280 motor and now it flies quite well even in a good breeze. Even with the added power, Ray still gets 8 to 10 minutes or more run time on 350 mAH cells. This is an ARF model and the transparent covering sometimes makes it difficult to maintain orientation when it is high in the air.

At the Field

Since there are a lot of newcomers to the club, it might be in order to review some of the common sense rules that keep things flowing smoothly at the field.

Most of us tend to follow some kind of ritual when we get to the field and start getting ready to fly. A good habit to get into is, the very first thing you do when you unpack your equipment, before you even take the transmitter out of its case, (or the car if you don't carry it in a case), is to check the frequency board to see if your frequency pin is there.

I've seen it happen where just handling the transmitter can slide the switch on, and cause some anxious moments for some poor guy who suddenly doesn't "have it!"

Turning it on out of habit to see if the controls are moving the right way is a *very* bad thing to do if you don't have the frequency pin. Even if you *know* that nobody else at the field has your frequency, you *do not* turn on the transmitter unless you have the pin.

If you are sharing a frequency with another flier, then be sure to let him know that you are sharing, and then when you are finished with your flight, take the pin to him and let him fly.

Don't get careless with that transmitter. The airplane you save may be your own.

Another thing is just plain common courtesy. Don't crank up your engine with the prop blast aimed at another flier or his equipment. If you are going to run your engine for an extended time, for adjustments, or to break it in, then take it away from the flightline if someone is flying, or wait until no one is up.

A running engine close behind him can be a terrible distraction to a flier who is a little uptight to start with.

One other thing that can cause some anxious moments is carrying your airplane out to take off when someone else is coming in for a landing. Always call out takeoffs and landings.

Sometimes when your engine is running, it's hard to hear someone call out a landing so take a careful look at where other fliers' airplanes are before going to the runway.

If you see someone getting ready to fly, offer to carry his airplane out for him, then maybe he'll offer to help you on your turn.

It can be dangerous trying to carry everything out to the runway at one time, and to carry an idling engine out and leave it while you go back to get your transmitter is not a good idea. A glitch can result in a high throttle situation.

One time I carried my idling triplane and

transmitter out to the runway, set the aircraft down to take off, and dropped the transmitter! When I grabbed for it, I hit the throttle stick and it went to high motor.

The model whirled around from the torque and started chasing its tail with me in the middle. I was dancing around trying to pick up the transmitter or push the throttle down and must have looked like some new kind of dance step! Somehow I avoided the screaming prop and injury.

It is also dangerous to adjust an engine from in front of the prop. Experienced fliers seem to be the worst offenders of this common sense rule. Be sure the model is well-secured before messing with a running engine.

There is always the possibility of an injury when you are participating in a hobby such as ours, so use your head and a little common sense and keep the blood flow to a minimum.

Don't be a grinch! Help make other members glad they spent all that money to join us in this hobby, because it's supposed to be *fun*, isn't it?

Knox County Radio Control (KCRC) newsletter
Jim Scarbrough, editor
Knoxville TN

In Alignment

by Dave Price

When laying out lines, emblems, sunbursts, etc. on a covered model, you could use a fine-point permanent marker, but I have found it sometimes stains the covering.

Cut out some strips of low-temp film and use them as your guides. The heat from your fingers is usually enough to hold the strip in place, then you can set your design in place, remove the guides, and heat the design in place.

It works really well when putting letters on.

Plane Talk
Lexington Model Airplane Club
Gerry Wagner, editor

TRI-LAKES FINANCIAL STATEMENT

		OCT	Y T D
BALANCE	10/01/2001	\$ 1,705.35	\$ 1,374.96
INCOME-DUES		\$ 40.00	\$ 1,430.36
INCOME-MISC		\$ 7.00	\$ 244.00
INCOME SHIRTS		\$ 15.00	\$ 591.00
INCOME-BBQ		\$ 58.50	\$ 146.90
EXPENSE-FIELD		\$ 58.15	\$ 1,162.01
EXPENSE-NEWSLETTER			\$ 184.11
EXPENSE-SHIRTS			\$ 538.88
EXPENSE-CAPS		\$ 148.44	\$ 148.44
EXPENSE-BBQ		\$ 18.99	\$ 135.77
EXPENSE-MISC			\$ 17.74
BALANCE	11/01/2001	\$ 1,600.27	\$ 1,600.27

SAFETY MESSAGE

Are you crashing more? Remember: "Good judgment comes from experience, and a lot of that comes from bad judgment."

ERV



Look Here! Is that Gary "Gas" Metzger with a little bitty electric? Didn't get too much info on the plane but think he said it weighs 6 ounces ready to fly. Quite a change from the 10 to 12 pound monster gas jobs he normally flies. Even though it was a little windy he put it in the air for a successful first flight, although it did struggle a little when it turned into the wind. It's heartwarming to see an old dog learn a new trick!

TRI-LAKES R/C FLYING CLUB
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