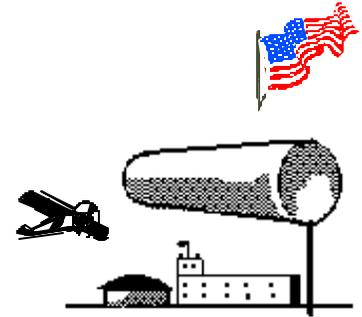


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB
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VOLUME 10 ISSUE 11

NOVEMBER 2003

NOVEMBER MEETING

NOVEMBER 11, 7:00 PM

Meet at the Branson Community Center.

Program

Bring your new projects for Show and Tell.

THE PRESIDENT'S CORNER

As most of you know we now have an operating refrigerator. Many thanks to Tom McKenzie and Richard Peterson for locating and installing the new motor on the circulating fan.

As I said in last month's newsletter we will be nominating people to fill the officers positions for next year at this month's meeting. I hope Ray Wommack and Wade Stine have a good slate of candidates lined up

TRI-LAKES R/C FLYING CLUB

PRESIDENT
 HOWARD SHIRE 779-5069

VICE-PRESIDENT
 RAY DIXSON 870 426-4310

SECRETARY
 ANNETTE McEVOY
 417 883-9630

TREASURER
 ERV ROHDE 538-2439

SAFETY OFFICER
 ROSCOE FUDGE 336-5841

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 HOMER ZOBEL 779-1735

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 MIKE ANDERSON 272-3155
 RAY DIXSON 870 426-4310
 ROSCOE FUDGE 336-5841
 DON LIVERMORE 823-8899
 JOE MAJOR 337-5808
 ERV ROHDE 538-2439
 JOHN WOODS 338-8419

for us. I hope everyone will step up and do their part to keep our club going strong.

Thanks to Erv Rohde, Homer Zobel and Del Silva for showing up to give a hand with the burning of the trash pile. Thanks to them I didn't get into any trouble this time.

Hope to see you at the field and try to make these important meetings.

Howard

TRI-LAKES FINANCIAL STATEMENT

		OCT	Y T D
BALANCE	10/1/2003	\$ 1,375.94	\$ 954.61
INCOME-DUES	-----	\$ 90.00	\$ 1,667.60
INCOME-SHIRTS&CAPS		\$ -	\$ 35.00
INCOME-FOOD	-----	\$ -	\$ 87.42
INCOME-50/50	-----	\$ 5.50	\$ 61.00
INCOME-MISC	-----	\$ -	\$ 22.00
EXPENSE-FIELD	-----	\$ 122.26	\$ 898.63
EXPENSE-NEWSLETTER		\$ 7.40	\$ 120.19
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	11/1/2003	\$ 1,341.78	\$ 1,341.78

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

October 20, 2003

President Howard Shire opened the meeting at 6:39 P.M. at the Rocky Top Field. All officers were present. There were 15 members and one guest, David (Erv's son-in-law from Michigan) in attendance. The minutes from the September meeting were approved as published in the September newsletter with the correction of Dick Dale being the person with a Sea Master for sale. Treasurer Erv Rohde reported that the Club balance as of October 1st was \$1,375.94. The 50/50 raffle was won by Henry Racette who received ½ of \$11.00.

Committee Reports:

There were no committee reports.

Announcements and Old Business:

Prior to beginning Club business, Howard Shire announced the passing of Club member Bill Rose, who had been battling cancer for quite some time. His funeral was held today.

The refrigerator is now working. Dick Peterson & Tom McKenzie got a motor for it from the Boy's Ranch for no charge and Curt Krause repaired it. It's ready for use at the present time. Everyone was reminded to leave the door open if it is turned off. Also the port-a-potty will be cleaned out this Friday.

The August fun fly certificates were handed out. Ray Dixson 3rd overall; Joe Major 2nd overall and Erv Rohde 1st overall. Erv also received 1st place for all events, Spot Landing, Carrier, & Timed & Glide.

Howard announced that Homer wants to get the mowers in shape, they need to be cleaned and lubed.

Annette McEvoy reported on information

gathered so far regarding what is needed to be able to put the Club sign back up, namely not for profit Service Club status. She is to contact AMA to see if they can be of some help in this area.

Comments were made regarding how nice the field and the areas surrounding it are now that Sid Beckman has brush hogged it. A motion was made, seconded and passed to send him \$100.00 for his work. Also Howard mentioned that we still need to get rid of the wood from the old broken spools and asked for a couple of volunteers for the 21st to help monitor the burn (weather permitting).

Mike Anderson handed out Club shirts to members that had ordered them and were present. He also reported that an additional order was necessary to make up for an error and also to fill in on some additional shirts for the club inventory for future members.

Wade Stein asked that he be allowed to compete in the upcoming fun fly with his helicopter. After discussion it was decided that helicopters could be included.

New Business:

A nominating committee is needed to bring a slate of people up for office for 2004. It was decided that Ray Wommack and Wade Stein should handle this task.

Mike Anderson announced that he had to temporarily remove the message board from the web page due to the large amount of smut, etc. that was appearing on it of late. He will try to put it back on at a later date. He also changed the weather graphics and would like comments on it.

Everyone was reminded that beginning next month, the meetings will be held at the Community Center and start at 7:00 P.M.

Program: There was no program.

The meeting adjourned at 7:30 P.M.

THE EDITOR'S NOTE PAD

Well TOP GUN for 2003 has been decided. Mike Anderson took first place by a wide margin with 802 points. Erv Rohde was second with 651 points and Joe Major was third with 501 points. Well done guys! Fourth place went to Ray Dixson with 457 points and fifth place went to John Woods with 391 points. The rest of us didn't get a whole lot of points. Mike's chances looked a little shaky on the prior Tuesday when he cracked the fuselage and broke off both sides of the stabilizer on his Ugly Slab (Pro Twister), his only fun fly plane. But it was put back together in time for the competition. It was a good thing too since he needed some points to keep Erv from overtaking him. One of Mike's challengers sat out the Fun Fly. Seems Joe Major has discovered helicopters and wanted to play with his new toy rather than compete. Speaking of helicopters, they do make the fun flys different. Especially when one is flown by a national class pilot like Jeff Pfeiffer. Of course some leeway was given to the whirlybirds, like allowing them to taxi a few feet off the ground—don't some helicopters have wheels? Like the man said this is a FUN FLY not a serious competition. Yea! Right!

Heard a rumor that Gary Metzger was going to build a big plane with a big Hacker electric motor and a battery made of many lithium-polymer cells. This will be an interesting project and we all anxiously await the arrival of this new plane at the field. Atta way to go Gary!

Couldn't get any pictures in this month's Newsletter. Seems the Canon camera software locked up, then crashed and burned. Hopefully Dr. Mike will be able to convince it

NEW CLUB MEMBERS

The Club has gained two new members since the October Newsletter.

Dale Strahan joined the club during October. Dale and wife Keri live in Cassville.

Also George Eckelbecker joined in October. George and wife Patricia live in Spokane.

Welcome to the Club Dale and George, we are glad to have you join us.

to start working again so maybe next month we can have some more pictures.

Time to choose Club officers for next year. It is true that most people don't want to be an officer—elected or appointed, but the continued health of the Club depends not only on the talents of these people but the effort they put into the Club. If asked to assume one of these positions, hopefully you will accept instead of expecting others to provide a great Club for you.

Well it looks like winter is creeping up on us which means, for some of us, that we will spend more time in the shop building and less at the field flying. For others it means putting together ARF's and RTF's (or getting someone else to do it) so they will have plenty of planes ready when the good weather returns. It's not too early to start dropping hints on what you NEED for Christmas. Go ahead and beg or whine if you think it will work! Don't forget you will need something to fly on New Year's Day.

Time to land for this month.

Words of wisdom from Club Safety Officer Roscoe Fudge

The thought for this month is make sure control surfaces move in the right direction. Always make sure hinges are not loose.

Roscoe

OCTOBER FUN FLY

The fun fly gods smiled on the Club's October Fun Fly by providing a sunny sky, mild temperatures and light winds. It really could not have been a better flying day. However, all was not milk and honey or more specifically hot dogs and soda pop. Seems the BBQ planning fell apart somewhere and when the fridge was checked for the hot dogs and sodas, it was bare. Oh well, the pilots would just have to tough it through the hunger and move on to the Fun Fly.

Since this was the last Club Fun Fly of the year and three or four of the members were within striking distance of winning the coveted TOP GUN 2003 award, the mood was one of excitement. Jeff Pfeiffer from the Springfield Black Sheep showed up to give us a demonstration of his skills with his helicopter. During the day he also flew Joe Major's Extra 300 and Ray Dixson's Funtana, showing them what these planes could do if they knew what they were doing. Jeff thought the Fun Fly looked like fun so he entered with his helicopter.

The first event was a modified Springfield Float Fly event. Take off, do two loops and two rolls, touch down in a box about 40 or 50 foot square, taxi out of the box, around the box and back into the box on the side the plane first exited. Fastest time wins. With two helicopters entered, this would be interesting. Two of the eight pilots had a small mishap on landing in the square and killed their engine, receiving a DNF. Jeff Pfeiffer bested the field with a time of 39 seconds. Mike Anderson was second with a time of 49 seconds, Wade Stine was third with 51 seconds flying another helicopter. Erv Rohde was fourth with 57 seconds and John Woods was fifth with 59 seconds. How do helicopters taxi? Well it seems they taxi about two or three feet off the ground so having no wheels does not bother them.

The second event was Carrier Landing. Take off, fly a pattern around the field and touch and go on the carrier deck five times. Shortest time wins. Again a helicopter placed first, but this time it was Wade Stine with a time of 91 seconds. John Woods, with his Gee Bee, captured second place with 106 seconds and Jeff Pfeiffer was third with 115 seconds. Homer Zobel was fourth with 117 seconds and Mike Anderson was fifth with 118 seconds. It was a hard fought event with some of the pilots showing some nervousness by missing touch downs or killing the engine during a touch down.

The last event of the day, and the year, was Loops and Rolls. Take off and do as many loop-roll sets as possible in the first 60 seconds, then land exactly 30 seconds later. Five points for each loop-roll set minus one point off for each second the 90 second touchdown was missed. Most points wins. At last Mike Anderson held up the honor of the fixed wing birds by flying his Ugly Slab to first place with eleven sets and only a five point penalty for a score of 50. Second place went to Jeff Pfeiffer with 10 sets minus 3 points for a 47 and Erv Rohde was third with 9 sets minus 3 points for a 42. Fourth place went to Ray Dixson with 9 sets minus 5 for a 40 and fifth went to John Woods with 10 sets minus 11 for a score of 39.

Overall results were first place—Jeff Pfeiffer with 220 points, second place—Mike Anderson with 190 points, third place Wade Stine with 160 points, fourth place John Woods with 110 points and fifth place Erv Rohde with 90 points.

Many thanks to Mike Anderson for putting on the Fun Fly and those that helped run the events. And a special thanks to Jeff Pfeiffer for his demonstration flights with both fixed wing and helicopter. Until next year!

SMILE! YOU'RE ON "CANDID CAMERA"

By DAN ROSENTHAL

Ever wonder what it would be like to be inside your model airplane while it flew? To be able to look down in amazement and see the world below from a perspective that only birds could behold? Well, I found a very cheap, fun way to do it.

One day, while at Wal-Mart, I spotted a freestanding cardboard display with complete camera outfits. These included auto-focus cameras with motorized film advance, two AA batteries, and one roll of Kodak 24-exposure, 400 speed film. The price, you ask? \$8.58! I thought to myself, "I gotta stick one in my airplane!"

In the "Tips and Tricks" section of one issue of Model Airplane News, there was a how-to article on building a camera box for a model airplane. This article provided a rough idea on how to build my own box.

I used 1/8-inch plywood on all sides of the box and determined its size based on the dimensions of my camera. I left approximately a quarter of an inch additional room on the two sides, the bottom, and the rear of the box to allow for installation of foam padding. Yellow MonoKote fuel-proofs the box. The front end has an opening large enough to allow the lens and a portion of the flash to show. I decided to allow the flash to show because it signals proper camera operation until the film is spent (the camera stops flashing). Believe it or not, even on a bright, sunny day, the flash is easily visible from great heights.

Next came the design of the mechanism to activate the camera's shutter. "Tips and Tricks" suggested mounting a servo to the box in such a way that when the servo arm rotates, it depresses the shutter button on the camera. I first wrapped my standard-size servo (orphaned after my trainer decided to dig a gopher hole in 2001) with masking tape, then used Goop to attach it to the box. For added strength, I wrapped more masking tape around the servo and the box.

Lastly, I had to devise a way to attach the box to the underside of my airplane. Ideally, you would want to do this on the bottom of the fuselage of a high-wing airplane, in the area of the center of gravity. I did not have such an airplane. I was using a low-wing sport model because it was the only one available to me at the time.

First, I epoxied a piece of balsa to the bottom of the right wing. Then I drilled two holes through the camera box and into the balsa mount. Since I intended for my camera box to be removable, I realized that the holes in this piece of balsa needed reinforcement. Constantly screwing and unscrewing the box would weaken the holes. I inserted nylon tubing into the holes of the balsa rectangle (the one epoxied to the wing). This added some "bite" to the screws.

Taking pictures is literally a "snap." I use channel 5 on my transmitter to activate the shutter servo, and since the camera has motorized film advance, I can snap an entire roll in one flight if I so desire.

from The KRC Downwind Approach

Keystone Radio Control Club

Dan Rosenthal, editor

Perkasie PA

Washout

Have you been coming in long, low, and slow, only to have one wing tip or the other stall? Does the airplane roll to one side faster than any other time?

To prevent this, you need to check your washout. Lay your wing halfway on a flat table and hold it down near the center. Measure how high off the table the leading edge is and then measure the trailing edge. Compare this side of the wing with the other. If the leading edges and the trailing edges are both flat down on the table and both sides are the same, there is no problem. If you have one trailing edge up and the other down, you will have stalls. The wing that is down is the one that will stall first. If you want good landings, give both wing tips up to a 3/4-inch washout. That means warping the wing to have the trailing edge stand up at the tip. With washout at the tip, when you come to stall speed, the center will stall first and the tips will follow. If the tips are the same, your airplane will stall at the stall speed but won't be as likely to roll.

from Talon Tales
Schoolcraft SkyHawks
R/C Airplane Club
Schoolcraft MI

Repairing loose firewalls

There are many times that you have to repair a loose firewall or tail section on an airplane. Maybe it's not completely out—just loose, and you need to reinforce the joint. One of the best ways to make sure you have a good joint is to heat the epoxy with a heat gun after it is applied. This will almost liquify the epoxy and let it seep into the joint to ensure a solid repair. I also recommend using triangle stock to reinforce the joint, particularly on firewalls. One warning though—be sure you do this with a long-working resin. The heat will speed up the reaction. If you are using five-minute epoxy, it may set up before you can finish your work.

from Mission Briefing
Magic Valley Air Force
Gary Nelson, editor
Jackson TN

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