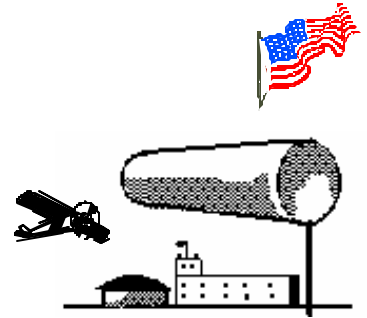


# THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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



JANUARY 2002

VOLUME 9 ISSUE 1

## JANUARY MEETING

**JANUARY 8, 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 didn't have much of a change in our officers this year. The only changes are that I have taken on the responsibility of being President and Don Johnson is once again our Secretary.

I would like to start by thanking John Woods for the fine job he did as our President. John had served as President for three years and thought he would like some time off to pursue

some of his other interests. John seemed to be able to rise to each occasion and come up with a good solution. I hope I can follow in his footsteps. John, thanks for all your work and I'm sure you will be glad to help wherever you are needed.

In fact, all of last year's officers deserve a big thank you! When they were needed each one stepped in and did what they could to keep your club interesting and the field ready for your enjoyment. Ray Dixon served as Vice President, he was always on hand to do what had to be done. Erv Rohde served as Safety officer and Treasurer. In addition he was always on hand to set up the field for fun flies and often showed up when the field needed mowing. Don Johnson wasn't an officer last year, but he published our newsletter and planned and conducted our Fun Flies. Mike Anderson wasn't an officer either but he served as our Web Master and made sure that the hot dogs and drinks were available when we had a cook out. Thanks guys for making the 2001-flying season a good one.

We have some positions to fill at our January meeting. I hope each of you will be thinking about what you can do to help the club. I know everyone doesn't have time, or may not be physically able, to mow the field or do some of the other work that has to be done at the field, but you can serve as safety officer, or help co-ordinate the fun flies. Once you get involved it won't be as hard as you thought and you may even enjoy it! Let's all pitch in so we can have a great flying season.

Howard Shire

## TRI-LAKES R/C FLYING CLUB

### PRESIDENT

HOWARD SHIRE 779-5069

### VICE-PRESIDENT

RAY DIXSON 870 426-4310

### SECRETARY & EDITOR

DON JOHNSON 779-5340

### 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 DECEMBER 11, 2001

President John Woods opened the meeting at 6:57 P.M. at the Branson Community Center. All officers were present. There were 28 members present including the officers. We had one visitor, Mike Wenig of TPA. The November minutes were approved as written in the December newsletter.

Treasurer Erv. Rohde reported a balance of \$1,697.97. Don Johnson won the 50/50 raffle; he received half of the \$27 collected.

**Committee Report:** None

### **Announcements and Old Business:**

The question of purchasing and installing a weather station was brought up. Mike Anderson said that the cost would be about \$350 plus the monthly cost of the phone line. Roscoe Fudge made a motion that we let things stand as they are. The motion was seconded by Gary Metzger and passed. It was then questioned if there would be any problem of putting a weather station up if some members wished to underwrite the project. It was stated that there would be no problem with this and a show of hands indicated eight people willing to participate.

### **New Business:**

Top Gun awards: Top Gun: Ray Dixon  
750 Points  
Second: Mike Anderson  
690 Points  
Third: John Woods  
435 Points

Trophies were donated by the TPA Hobby Shop, and were presented by Mike Wenig of the TPA Hobby Shop.

A motion was made to keep the dues at \$40 for 2002. The motion passed. The dues are payable to Erv Rohde, Rt. 3 Box 4947, Ga-

# 2002 DUES ARE DUE

If you haven't paid your 2002 dues yet you can pay them at the January 8th meeting or send a check or money order payable to TRI-LAKES R/C FLYING CLUB, to:

**ERV ROHDE**  
928 Jackson Hollow Rd.  
Galena, MO 65656

The dues schedule is as follows:

1. **FULL MEMBERSHIP** - \$40 per year.
2. **ADDITIONAL FAMILY MEMBERS** - \$5 each per yr.
3. **ASSOCIATE MEMBERSHIP** (non-voting) - \$10 / yr.\*
4. **STUDENTS - Free Club membership but must be a current AMA member.**

\*A person can join as an Associate Member if he/she lives outside Taney County or counties adjacent or touching Taney County. A non local person can also join as a Full Member if desired.

To maintain 2002 flying privileges your 2002 Club dues must be paid and your current (2002) AMA membership card shown to Erv Rohde.

If you are a new member and were not a member for all 12 months of 2001 mention this to Erv as you may be entitled to a discount on your 2002 dues.

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lena MO, 65656.

The floor was opened for nominations for the 2002 officers. None were made and a motion to accept the nominating committee slate was seconded and passed.

The officers for 2002 are:

President: Howard Shire  
Vice President: Ray Dixon  
Treasurer: Erv. Rohde  
Secretary: Don Johnson

Meeting adjourned at 7:45 P.M.  
Howard Shire

## THE EDITOR'S NOTE PAD

Well we have come to the end of one year and the beginning of a new year. Looking back on 2001, it is hard to think of anything as important as the events of September 11th. Much has been said and written about this day so won't go into it here other than to say that as tragic as the day was it was a wake up call to most of us. We now seem to be a stronger, more unified and determined country than we were a few months ago, so, much good can come from a tragic day. Lets all strive to make it happen.

Talked a little about the proliferation of electrics at the field in last month's Newsletter and the importance of having everything just right to get satisfactory flights. Ray Dixson finally got his Great Planes glider flying well. He put in a geared motor and a big folding prop. It gets good altitude now. Your Editor thought he had a good setup in his Tiger Kitten but it wouldn't climb very well. It got behind the trees and destroyed itself. Still not sure if it was the prop or the balance that was the problem. Mike Anderson has a neat little Speed 400 aerobatic plane, the Accord ARF. Flys good but the 1/32" wire pushrods seem to flex a lot under load, probably be better with small carbon fiber push rods. See that Nickel Metal Hydride batteries are often recommended for Speed 400 motors but not convinced that these batteries are all that good when pulling five amps or more. Speed 400's pull eights to twelve amps. At five amps or under the NiMH batteries would probably be a good choice over nicads. They also make good receiver batteries at about half the weight of nicads with the same capacity.

In the February issue of Model Aviation there are two articles on safety that all members should read—page 5 and page 88. Yea, I know - safety is a boring subject but it should only take a you a few minutes and a good safety record is very important to the future of

## SAFETY MESSAGE FROM ERV

When you range check your plane, make sure ALL your controls work, and they go in the right direction. Erv.

### TRILAKES FINANCIAL STATEMENT

		DEC	YTD
<b>BALANCE</b>	<b>01/01/2001</b>	<b>\$1,697.97</b>	<b>\$ 1,374.96</b>
<b>INCOME-DUES</b>		<b>\$ 513.54</b>	<b>\$ 2,023.90</b>
<b>INCOME-MISC</b>		<b>\$ 13.50</b>	<b>\$ 267.00</b>
<b>INCOME SHIRTS</b>			<b>\$ 591.00</b>
<b>INCOME CAPS</b>		<b>\$ 5.00</b>	<b>\$ 55.00</b>
<b>INCOME-BBQ</b>			<b>\$ 146.90</b>
<b>EXPENSE-FIELD</b>		<b>\$ 233.78</b>	<b>\$ 1,395.79</b>
<b>EXPENSE-NEWSLETTER</b>		<b>\$ 6.80</b>	<b>\$ 197.71</b>
<b>EXPENSE-SHIRTS</b>			<b>\$ 538.88</b>
<b>EXPENSE-CAPS</b>			<b>\$ 148.44</b>
<b>EXPENSE-BBQ</b>			<b>\$ 135.77</b>
<b>EXPENSE-MISC</b>			<b>\$ 52.74</b>
<b>BALANCE</b>	<b>01/01/2002</b>	<b>\$1,989.43</b>	<b>\$ 1,989.43</b>

R/C flying. After reading these articles you may find your attitude toward safety shift a little.

Heard several people talking about going to the KCRC Swap-N-Shop on January 19th. (see box below) Several members have gone to this event over the last few years and usually come back with several models. This is John Woods' favorite hobby shop. Maybe he will buy another plane or two this year and will no longer be referred to as "one plane John".

Time to land for this month!

## COMING EVENTS

Jan 19th, Sat. KCRC SWAP-N-SHOP, Kansas City, MO, Ararat Shrine Temple. 5100 Ararat Shrine Dr. For more info see February Model Aviation, page 184.





Top Gun Awards. Above Mike Wenig of T.P.A.Hobby Center has just presented the 2001 Club Top Gun awards to the members that accumulated the most points at area events during 2001. From left to right is John Woods Third Place winner, Ray Dixon First Place winner, Mike Wenig and Mike Anderson Second Place winner. Many thanks to T.P.A for donating the trophies.



Above is Ray Dixon's VIPER twin Speed 400 electric on a pass over the field. Except for ailerons and canopy cover, this is an all molded foam plane - including the wing tips. Note the dents in the foam on the bottom from hard landings. This is a good flying plane and will do loops and rolls with ease - fast too.



Left is "Gasoline" Gary Metzger's giant Super Cub in bare bones. The wingspan could have been over 100 inches but Gary clipped the wings. Of course it has a fire breathing gasoline motor up front.



Left is Don Johnson's CANADAIR CL-415 Fire Fighter. Built from magazine plans it has a wingspan of almost 64 inches, twin Speed 400 7.2V motors and 10 1250 mAH nicads and should weigh about 4.5 pounds when ready to fly. It is being finished in Silkspan and Dope. Painting will have to wait until it warms up some so the garage can be ventilated.

## Electric, Electric

by Larry Sribnick

Should you ever discharge a (battery) pack all the way down?

The short answer is... DON'T! Now for the why.

When you connect a pack to a charger, you connect the plus positive, from the charger to the plus positive, of the pack. If you run a pack all the way down and one of the cells reaches zero before the rest of the cells in the pack (and it will most of the time), how is it connected in the circuit? It's connected plus to minus because the cells are wired in series in the pack. The result is that the rest of the cells in the pack will now start to charge the zero cell backwards because it's connected plus to minus rather than plus to plus as it should be for charging. The end result is that you reverse the polarity of that one poor cell and ruin it.

Now, this can't happen if you just put a pack on the shelf and let it self-discharge over a long period of time because there's no complete circuit. The pack isn't plugged into anything.

Likewise, it can't happen to a single cell that you run all the way down because it isn't the running down to zero that does the damage. It's the remaining cells in a multi-cell pack that turn into a backwards charger if one cell is run all the way down that does the damage.

I've been telling people this for 20 years but I still see people running their packs down after every flight. I've given up trying to explain it to them because the attitude usually is "Everyone else is doing it." I was happy to see that Bob Kopski in his *Model Aviation* column a few months ago told people that he finally came to the conclusion that you shouldn't run a pack down after flying.

When you're done flying, let the pack cool off until it's just barely warm to the touch and then either put it back on the charger or go home.

from SR Battery Tech Notes  
via *The Altimeter*  
Clarksburg Model Aviation Club  
Richard Rader, editor  
Bridgeport WV

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## Ultrasonic Cleaner

An ultrasonic cleaner would be a nice thing for servicing engines. I've procrastinated for years in buying one because of the confusion in researching what's the best one for our use. Capacity, quality, etc., varies quite a bit. But I came to realize that I do have the poor man's version in the WaterPic® type tooth cleaning device. Mine happens to be an INTERPLAK® brand, and I've just tried it for cleaning out grit after abrading a cylinder inside to accept new rings. The gadget may even have a slight advantage over a sonic cleaner in cleaning out crevices with pulsed water jets. An example is cleaning the bypass cavity when you don't want to pull the cylinder liner. Four interchangeable tips came with the gadget, so the engines have their own sanitary tip, although I will make them all share the same tip. Best used outside, because water droplets spray everywhere.

from the Society of Antique Modelers  
SAM 26 Central Coast Chapter newsletter  
Bob Angel, editor  
Santa Maria CA

## Work Area Filtration

by Chuck Thies

One of the main causes of a dirty, dusty work area is dust floating in the air. One solution I have found that works quite well for me is a box fan sitting on the floor with a furnace filter taped to the intake side of the fan. I also use a leaf blower frequently to blow the dust off of the rafters in the basement. This blows the dust into the air which is then caught in the furnace filter on the box fan. One step further is to drape an old T-shirt between the box fan and furnace filter. This will help catch some of the fine dust that gets through the furnace filter. This doesn't do much for chemical fumes but is a good way to keep your work area a little cleaner.

from *The Windy Flyer*  
Woodland Aeromodelers  
Phil Sterka, editor  
Woodridge IL

National Newsletter  
November 2001

# NEW YEAR'S FUN FLY

It was a cold windy day! The thermometer probably didn't get above 28 degrees and with the wind it felt like about 10 degrees. Since the sun was shining and there was no snow on the ground, there was a great turnout. Most everyone was bundled up in their heaviest clothing and stayed quite warm. However when the pilots flew, most of them flew without gloves. After flights of about four or five minutes the fingers started to get stiff so there were very few long flight.

In the flying category most pilots did quite well, but there were some exceptions. Bill Rose was up on one of his rare flights and his wing popped off. The fuselage came crashing down in the weeds as the wing fluttered in the wind as it came down. The fuselage was found in several pieces but the wing was never found. Looked like one of the two nylon wing bolts broke allowing the wing to snap off. The search team did find a white, with green trim, trainer wing down in the boonies—broken up pretty good but still had the servo in it. Any one claim it? Reader Jones had a hard landing in the wind and knocked off his stabilizer. Might have been one of those bolt on ARF stabilizers. Don Johnson had trouble with his electric Tiger Kitten. Seemed like it had enough power

but would not climb after takeoff. Trying to come around to land, it got behind the trees so he just shut the throttle and went to pick up the pieces. Although it had been balanced, it flew like it was very nose heavy. Ray Dixson also made a strange landing with his Viper twin electric and bagged a van before hitting the ground. Didn't seem to hurt the plane at all.

One of the draws to this year's Fun Fly was the chili feed. Mike Anderson cooked up a great pot of chili, about three gallons. Even used about three pound of left over weenies from our previous BBQ's. Tasted great on such a cold day. Howard Shire also brought out his big coffee pot for something to drink. Where else can you get chili for \$1 a bowl and free coffee. Many thanks to Mike and Howard for their time and effort in providing everyone with hot food and drink.

The following members have earned bragging rights and will get a certificate for their New Year's flight: Mike Anderson, Ray Dixson, Larry Gliser, Jim Halbert, Herman Hanebrink, Don Johnson, Reader Jones, Joe Major, Bob Miller, David Rice, Erv Rohde, Bill Rose, Howard Shire, Jim Stuart, Ray Wommack and John Woods. If there are any corrections or additions to the list notify Don Johnson at 417 779-5340 or email at [dmj@tri-lakes.net](mailto:dmj@tri-lakes.net).

## TRI-LAKES R/C FLYING CLUB

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