

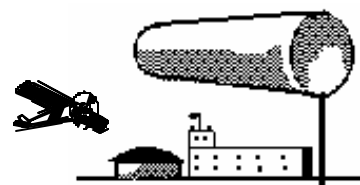
THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

EDITOR - DON JOHNSON - 49 Nottingham Rd, KIMBERLING CITY, MO 65686

(417) 779-5340 e-mail dmj@tri-lakes.net

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



VOLUME 8 ISSUE 2

FEBRUARY 2001
FEBRUARY 2001

FEBRUARY MEETING

FEBRUARY 13, 7:00 PM
BRANSON COMMUNITY CENTER

Program

Bring your new planes and projects in progress for show and tell. Also bring questions on flying and model building you would like developed into meeting programs.

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

MIKE KING 443-0279

DON LIVERMORE 823-8899

ERV ROHDE 538-2439

CHRIS RUST 546-6681

JIM STUART 546-6255

JOHN WOODS 338-8419

ADDRESS CHANGES

Has your mailing address changed, especially those with new 911 addresses in Stone county?

If so, notify Don Johnson. You can call him, give him the change when you see him at the field or at the February meeting or better yet by e-mail to dmj@tri-lakes.net.

THE PRESIDENT'S CORNER

January has been a little difficult for the possibility of flying with the extreme continuous low temperatures and snow. It must be winter in the Ozarks. Last winter we were able to fly almost all winter with very few exceptions. A lot of 40 degree days but all has passed – Winter, how long will it last?

Our Web site is continuing to improve with several members adding their pictures to the site. I know some of you, like me have a few pictures of aircraft that don't exist (except in the attic) anymore. I am thankful we had the pictures to share of our old favorites with our fellow R/C fliers and remind us of our mishaps. Well, while winter looms dig through the attic to evaluate the possibility of repairing your favorite "MISHAP" (Neat name for a plane) and fix her up for spring. Don't procrastinate!!

I've ordered the Club Shirts and may have them available at the February meeting. Royal Blue shirts with yellow and white logo. I contacted AMA about the possibility of insuring our proposed Weather Station at the field but they only provide the typical liability coverage that we have and don't handle equipment coverage. If anyone has any ideas let me know. Mike had a friend who measured the distance and elevation from his house to the field. If I remember correctly, distance is 9.3 miles and the field is 500 feet higher than his house. Bring your thoughts and ideas to the next meeting.

TRI-LAKES R/C FLYING CLUB

MEETING MINUTES JANUARY 9, 2001

President John Woods opened the meeting at 6:59 p.m. at the Branson Community Center. All officers were present and there were 23 members present. The minutes of the December meeting were approved as written in the January Newsletter.

Treasurer Erv Rohde reported a balance of \$1,374.96. The 50/50 raffle was won by Ray Wommack; he received ½ of the \$22.00.

Committee Reports: None

Announcements:

The new officers were acknowledged and John thanked the out going officers for their services. Don Livermore was presented with his Top Gun trophy since he was not at the December meeting. Certificates were handed out to the brave flyers that braved the cold on New Years day. Ray Dixson will get his certificate later since he arrived at the field late and was missed at this presentation. One new member, Gary Acton who lives in Branson, was present. He is not an AMA member but is applying for membership.

Old Business:

The web site is up and running. Most of the problems have been resolved and now the Newsletter as well as the map to the field can be printed off the Internet. There was some discussion about the advisability of linking to the AMA and TBA. It was felt that it would be a good idea to wait and see how much traffic the site generated before linking up to other sites. Don Livermore was asked to check with the Black Sheep in Springfield to see if their link to the AMA has generated much response. He will do this and report back at the next meeting. We talked a little more about a weather station at or near the field. It was brought up that if the station were located at the field then each time the station sent information to the computer at Mike's house it would be a long distance call. It was suggested that we make a study of the various possibilities to verify the cost. Mike Anderson will check into the costs of the various scenarios and report back before we decide where to put the station and what should be included. It was suggested that insurance may be available from the AMA to cover the station equipment. John Woods said he would call and check on what is available.

New Business:

John called for volunteers for Safety Officer, Events Chairman, and Field Martial. Since no one would volunteer Erv said he would continue on as Safety Officer. John will try and contact some of the people not in attendance to see if he can fill these positions.

Don Johnson requested that those people with computers who are willing to download the Newsletter off the web site contact him and save the club \$.58 a month for mailing.

Mike Anderson requested that members send him pictures of their planes to be placed on their (members) page on the web-site. He requested that the pictures be sent to him or put on floppy disks and not e-mailed to him. Please identify the name of your planes and what you would like to have your grouping called.

John asked again if the club was interested in getting new shirts. After much discussion it was decided to get Royal blue shirts. A list was circulated for members to sign up for the number and size of shirts they wanted. A motion was made by Ray Wommack that the club fund the initial cost of the shirts, which will be replaced when the members pick up the shirts.

Club memberships need to be renewed as of 1/1/01. The 2001 dues are \$40.00 per regular member \$10.00 for associate and \$5.00 for family members. If you were a new member in the year 2000 you may be eligible for a prorated schedule for 2001.

If an event or club meeting is to be canceled it will be posted on the web page. TPA will also be notified so you can call there if it is more convenient.

Programs:

Ray Dixson suggested that members bring questions for future programs. This way the new builders and flyers can gain knowledge from some of the more experienced flyers. Bob Miller and Ray Dixson said that they have some video's that may be helpful if someone wanted to use them.

Roy Pepper showed the Biplane he has built, Brian Jones showed the electric lighted plane he is building for night flying, Curt Krause showed the Dust Devil he is building. Curt found this one in Model magazine. He said it could be seen at cheapplanes.com on the Internet. Ray Dixson showed his Something Extra that he built, the Avistar that Karen will be flying and his baby, a Focke Wulf Ta-152 that will be powered by his 108 2 cycle engine. This one has all the bells and whistles. I'm sure everyone wants to be at the field for the maiden flights of these planes.

The meeting was adjourned at 8:30 PM.



NEW CLUB MEMBER

We picked up one new Club member at the January meeting for a total of 62 members.

Gary Acton has joined the Club. Gary and wife, Lisa, live in Branson. Phone 417 334-7396.

Welcome to the Club, Gary. We are glad you have joined us!

THE EDITOR'S NOTEPAD

The Newsletter on the web site improves a little this month but it may not be very noticeable. Obtained a program called IrfanView which can reduce the size of a photo file around 60 to 80%. It does this by reducing the 77 k to 150 k or more colors down to 256 colors and the change is virtually unnoticeable. This month's Newsletter takes less than 8 megs compared to last month's 17.6 megs. It should pop up much faster when you bring it up on the web. If you send photos by e-mail you should get a copy of IrfanView - those receiving your photos will appreciate it.

This month there is an article by John Woods on the Kansas City Swap n Shop meet in January and a kit review for a hand launch glider by Chris Rust. The contribution of articles is much appreciated as they add interest and increase the scope of the newsletter. Thanks John and Chris!

There is a new AMA organization dedicated to the female pilots among us and it is called the Lady Hawks. For more info see the last page of the last issue of Model Aviation or visit their web site at www.ladyhawks.org.

With the weather a little iffy for flying it is a good time to check over your equipment—especially transmitter and receiver batteries. Ni-cad batteries that are not fully discharged and recharged frequently can develop a memory. At this memory point the battery does not want to supply enough current to run the transmitter or receiver and servos. A good battery cycler is a very desirable tool and a must if you get into fancy or expensive aircraft. Cycling your batteries three or four times a year should keep the batteries from developing a memory and also tell you if the batteries are losing capacity. If you don't have a cycler you can "kind of" cycle them by turning the transmitter and receiver on until they are discharged. This will take a couple of hours or so. The batteries are sufficiently discharged when an Expanded Scale Voltmeter (ESV) shows the battery charge all the way to the bottom of the red, i.e. the needle hardly moves when connected. You can use the ESV on the transmitter for those batteries and the ESV in your field box for the receiver batteries. If you are using a regular volt meter you want to discharge the batteries down to about one volt per cell or 4 v for the receiver battery and 8 v for the transmitter battery. Then you can recharge the batteries or leave them that way and recharge them just before you go flying again. This should prevent or get rid of battery memory. Without a cycler to check capacity, if your batteries seem to lose charge faster than they once did or are over five years old you should seriously consider replacement. It's cheaper than a new plane. — Time to land for now.

2001 DUES ARE PAST DUE

If you haven't paid your 2001 dues yet you can pay them at the February 13th 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 2001 flying privileges your 2001 Club dues must be paid and your current (2001) AMA membership card shown to Erv Rohde.



CURRENT (2001) CLUB MEMBERS

The following members are current in their 2001 Club membership. If you are not on the list but feel you should be, contact Erv Rohde.

Gary Acton, Sid Beckham, Rich Berthold, Del D'Alessandro, Paul Denney, Karen & Ray Dixson, Philip Equi, Herman Hanebrink, Nickolas & Steve Ingenthron, Don Johnson, Curt Krause, Ed Kreiner, Don Livermore, Annette & Jack McEvoy, Tom McKenzie, Gary Metzger, Bob Miller, Steve Miller, Virgil Moon, Sam Noe, Ian Pietz, Erv Rohde, Howard Shire, Robert Smith, Jim Stuart, Ray Wommack and John Woods.



CLUB FINANCIAL STATEMENT

Balance 1-9-01	\$ 1,374.96
Income— Dues	450.00
Income— Misc.	21.00
Expenses— Field	—
Expenses— Newsletter	79.69
Expenses— Misc.	—
Balance— 2-6-01	\$ 1,766.27



Above President John Woods presents the coveted TOP GUN award for 2000 to Don Livermore. This is Don's second consecutive TOP GUN award, or is it his third. Congratulations Don. If the rest of us don't practice our competitive flying skills, Don may win his fourth TOP GUN and be the only member to have won one.

We've been published! The Building/Flying Tip shown below is from the December 2000 AMA National Newsletter and was reprinted from our November Newsletter "THE WINDSOCK". If you missed it the first time, here it is again.

Building/Flying Tip

If you have two or more aileron servos, do you spend a lot of time trying to figure out which lead goes to which servo when you put on the wing, or put on the wing and find that it's hooked up wrong and has to be re-done? Or even worse, find out the connections are wrong after you are in the air?

If you color code your servo connections, all the above problems should go away. After all the connections are made and checked out, leave the first servo unmarked, but on the second servo lead (and extension), put a white dot on the front and back of the male and female connectors. A toothpick and Testors enamel works great.

If you have a third or fourth aileron or wing servo, do the same thing but use a different color like yellow, orange, red, or light blue. Fast, accurate hookups are now a snap!

*from The Windsock
Don Johnson, editor
49 Nottingham Road
Kimberling City MO 65686*

KANSAS CITY SWAP MEET

by John Woods

The Kansas City Radio Control Association held their annual "Swap-N-Shop" on January 20th and Mike, Don, Ray and I attended the event. They sold out almost all the tables and it was attended by an enormous amount of buyers. When the doors are opened the center gets really crowded with buyers and look-e-lews hoping to land that super deal.

This year there seemed to be a lot of not so nice aircraft for sale. Left over well used stuff dominated the tables and if there were any nice deals they went fast. There is a lot to look at and I always enjoy just looking and visiting with other RC enthusiasts.

Chris Lakin, TOC champion, was there selling a bunch of miscellaneous hardware and many of his planes. He had several pattern planes and two of his beautiful 40% TOC planes set up, all "For Sale". The 40% Sukhoi was \$2,000 and the Extra was \$4,000, both without engines. Really nice and actually a good deal. We didn't buy any.

Ray Dixson was the only one to buy a plane – a Bronco twin engine that he will put two 25s on. It had flown and was in nice condition. Every one else bought miscellaneous hardware and since I was at an airplane sale bought a Sailboat. Yep..... nice RC boat. It's about 30" long with a 36" mask. Something to do on those windy days off the dock.

We had a fun day and the weather cooperated so enjoyed the Swap Meet.

SAFETY MESSAGE FROM ERV

Remember Club Rule #7 (and AMA Rule), I will not fly my model unless it is identified with my name and address and/or AMA number on or in the model.

Erv

Below is a tip from the National Newsletter. Shall we put a pepper shaker in the first aid kit?

First Aid Tip

To stop bleeding, use black pepper. It does not burn, stops the bleeding instantly and it helps the wound to heal without scarring. Pepper is a natural antiseptic. Keep some of those fast food paper packets of pepper in your field box or first aid kit.

*from Smoke Signals, Joe Di Prima, editor
775 Magnolia Dr., Franklin Square NY 11010*

*National Newsletter
December 2000*



Above is Ray Dixon's Focke Wulf Ta 152 and yes, it is big as it looks. The cold weather has held Ray up on the final painting and detailing but it should be at the field soon. Hopefully Ray will have Mike Anderson post the maiden flight date on the Club web site, in flashing letters, about a week in advance so we can all be on hand for this exciting event.



Left is Roy Pepper's neat looking Skybolt biplane. Looks as if it should be quite nimble.

Behind the Skybolt is Brian Jones' Seniorita wing in which he has mounted Christmas lights for night flying. Maybe Brian will demo it for us after one of our meetings at Rocky Top Field later this spring.

Below is the Avistar that Ray Dixon built for Karen to take her training flights on. Karen hasn't flown it yet but Ray has managed to ding it up and it now has big splint patches in front of the tail. Thought that was Karen's toy, Ray! In the background is Mike Anderson's Something Extra which was built by Ray Dixon. Looks like Mike now has two plane builders under contract—both named Ray.



DYNAFLITE SKEETER HLG

Chris ACE Rust

The Dynaflite Skeeter is an economical and versatile HLG. Its street price is around 25 bucks. You get a nice kit for the money. It has a built up wing, with sheet fuse and tail. Here are the specs: 55.5 wing span, 336" sq. area, 33" long, 2 channel micro radio. Box specs 6 oz. wing loading, but mine is 5 oz. It uses a Selig S3021 airfoil for good thermal flying, or slope soaring. Weight ready to fly as built is 12 oz., but with a little work, you could come out around 10 oz. Box states 16 oz!!!

This kit was designed when radio systems were heavier than today, and all Skeeters will come out tail heavy if built per plans when using modern micro airborne systems. For mine, I used a Hitec Focus II, 2 Hitec HS-55 micro servos, and a 300 mAH pack. For a switch/charge jack, I used the Sub-mini headphone plug setup. This was described in detail in Model Aviation, February '01 pg. 90. I used the stock wire pushrod for the elevator, but I used a pull-pull fishing line for the rudder. This was to save some weight. The battery is up front, followed by the 2 HS-55's inline, and then the RX.

Well, lets get into the mods to make this a flyable airplane. If built per plans, you won't be able to balance this plane with out adding ALOT of lead to the nose. Most people don't use the stock 1/8" sheet tail, but instead use a built up one to save weight. I used the stock set-up, but with lightening holes cut in them. I was hoping this would be enough to make it balance out with the micro airborne system. The rest of the plane is pretty much per plans. I do recommend you add about 3"-3.5" wing tips to the wings. This will increase the aspect ratio of the wing, lowering the drag, and increasing the lift. Also, they look a lot nicer than

the blunt ends. I used Monokote transparent red covering for the wing and tail, since it's about the lightest around. Only around 1.8 oz. per square yard, with white for the fuse. My control surfaces are hinged with Monokote, and I used a tooth pick for the rudder horn, and 1/16" ply for the elevator horn. This was to save weight also. I also cut lightening holes in the fuse doublers, changed out several lite-plywood formers to balsa, and cut all the 1/4" sq. fuse longerons to tri-stock, in an effort to save more weight.

My final weight came out to 12 oz. flying, which is 4 oz. less than stated for this plane, due in most part to the micro equipment available today. I was around 10 oz. with a smaller, 150 mAH battery pack, but couldn't balance with it. I went to the 300 mAH pack, and added 3/4 oz. of lead to the nose to balance, bringing it to 12 oz. If I had gone with the built-up tail feathers, I could have made 10 oz. flying weight easy

I have flown it now for three days, and am very happy with it. It's easy to hand launch, glides very well, and will ride the lightest of lift. The first day I flew was windy, 13 gusts to 17!! What a day for a test flight, but I couldn't wait. It handled the wind great, and I could hover with full control. I plan on using this for both thermal and slope flying. I am also building another fuse, this one with a Speed 400 electric motor and 6x3 folding prop in the nose for easier park flying. If you're looking for a small, quick building (25 fun days hit and miss), fun flying glider, it would be hard to beat the Dynaflite Skeeter for the money. If you're interested in this as a project, I'd be glad to share all the mods to make this fine glider a little better. Happy flying and smooth landings. Chris email: w0ace@hotmail.com

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Don Johnson - Editor
49 Nottingham Road
Kimberling City, MO 65686

