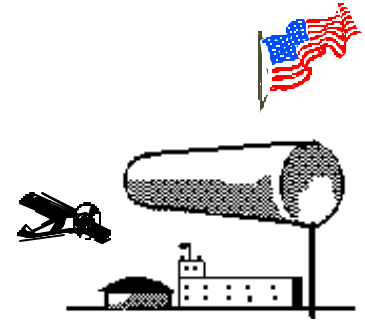


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB
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VOLUME 10 ISSUE 2

FEBRUARY 2003

FEBRUARY MEETING

FEBRUARY 11, 7:00 PM
Meet at the Branson Community Center.

Program
Bring your new projects for Show and Tell.

THE PRESIDENT'S CORNER

January hasn't been very cooperative with our flying endeavors since the New Year's day Fun Fly. It seems as if when the weather is warm the wind is blowing. I hope February brings us more flying days.

I hope everyone has visited the hobby shop or your favorite swap meet to get that plane you always wanted. It looked like many of you have your planes and are well along with their construction if the showing at the last meeting was any indication.

With more people flying it is important to pin in and share the channel with other fliers. If you are a new

member and someone is using the frequency you are using, don't hesitate to check around to see who has the pin. We are more than glad to share flying time. Also if you are a new flier and need help checking out your plane or would like someone to fly with you on the buddy cord, our instructors and members are more than glad to help

Howard

TRI-LAKES R/C FLYING CLUB

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VICE-PRESIDENT

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TRI-LAKES FINANCIAL STATEMENT

		JAN	Y T D
BALANCE	01/01/2003	\$ 954.61	\$ 954.61
INCOME-DUES -----		\$ 563.40	\$ 563.40
INCOME-SHIRTS&CAPS -----		\$ -	\$ -
INCOME-FOOD -----		\$ -	\$ -
INCOME-50/50 -----		\$ 9.50	\$ 9.50
INCOME-MISC -----		\$ -	\$ -
EXPENSE-FIELD -----		\$ -	\$ -
EXPENSE-NEWSLETTER -----		\$ -	\$ -
EXPENSE-SHIRTS&CAPS -----		\$ -	\$ -
EXPENSE-FOOD -----		\$ -	\$ -
EXPENSE-AMA -----		\$ 15.00	\$ 15.00
EXPENSE-Web -----		\$ -	\$ -
EXPENSE-meeting room -----		\$ 20.00	\$ 20.00
EXPENSE-MISC -----		\$ -	\$ -
BALANCE	02/01/2003	\$ 1,492.51	\$ 1,492.51

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

JANUARY 14, 2003

President Howard Shire opened the meeting at 7:00 P.M. at the Branson Community Center. All officers were present and there were 27 members present including new member Wade Stine. The minutes from the December meeting were approved as written in the January Newsletter.

Treasurer Erv Rhode reported that the balance as of January 1st was \$954.61. The 50/50 raffle was won by Jack McEvoy who received 1/2 of \$19.00.

There were no committee reports.

Announcements and Old Business:

President Howard Shire told of his visit to the Blue Eye School area which Walt Hadley had previously suggested as a possible flying site. He reported that it just isn't usable due to buildings and other facilities being too close.

Ray Dixson announced that the transmitter on the club trainer is no good. TPA is looking into a possible replacement. Larry Gliser said that he may be able to provide one if TPA is unable to.

New Business: Howard said that the lease for the field is due. Cost is \$400.00 per year and automatically renewable unless previously notified. Since we do not have another area at the present time and have not re-

ceived any correspondence, a check in that amount will be sent for this year's rent. A check for the AMA Charter in the amount of \$30.00 will also need to be sent for the clubs dues for 2003.

The Intro Pilot Program was discussed. We presently have Mike Anderson, Ray Dixson and John Woods that are enrolled and allowed to help someone fly at our field that is not an AMA Member and be covered under the AMA Insurance. This is a good way of being able to introduce new people into the hobby. The fee is \$5.00 per instructor. A motion was made and seconded to renew all three Intro Pilots. Passed unanimously.

Don Johnson passed out certificates for the January 1st Fun Fly to the following members: Mike Anderson, Ray Dixson, Roscoe Fudge, Larry Gliser, Jim Halbert, Don Johnson, Reeder Jones, Joe Major, Jack McEvoy, Gary Metzger, David Rice, Howard Shire, Jim Stuart and Ray Wommack.

Roscoe Fudge volunteered for Safety Officer and Homer Zobel again volunteered as Field Marshal.

Program: Curt Krause showed his giant scale Decathlon currently under construction which will be powered by a Fuji 32. ** Joe Major showed his 110" Sig Rascal ARF to be powered by the new Zenoah 26 and also a small electric Decathlon (a companion for his big Decathlon?). He announced that he also has a .52 4-stroke powered Rascal for sale for \$275.00. ** Larry Gliser showed his new combat model powered by a .25 2stroke with the fuselage constructed out of plastic downspout material and a Coroplast wing. ** Ray Dixson asked any members that are interested in getting into combat flying again to let it be known as there was a lot of interest in that area in the past.

The meeting adjourned at 7:32 P.M

THE EDITORS NOTE PAD

With the weather the way it was during January there was not a whole lot going on to put in the Newsletter so went scouting around for outside material. John Woods had visited a California club on New Year's Day and said he would submit an article, including pictures, but he had to run off to St. Louis to fly cars at an auto show, before he could put the article together. Hopefully he will be able to put it together for next month's Newsletter. Decided to go to my old stand by for filler material; the AMA National Newsletter. Had noticed that no new "monthly" newsletters had been published since last June, so sent an email to see what was going on. Seems the person that put the newsletter together, from hundreds of local club newsletters, had been promoted to the Model Aviation magazine staff and they hadn't gotten around to hiring a replacement yet. So, had to settle for a couple of articles from past issues of the National Newsletter.

Hope many members have taken advantage of the bad weather to put together new aircraft (built or bought) for the good flying weather ahead of us. At least one of the new planes should be set up for our Club Fun Flies. What would be a good plane for fun flies? Well, since Mike Anderson is this year's fun fly Director, a good guess would be that an Ugly Slab (Pro Twister) would probably be a good choice although even a trainer or powered glider will win a few events when flown with skill or luck. Mike says he already has the events planned out for the next fun fly and will have a rundown on them in the next Newsletter. Hopefully more members will join in on the fun, especially some of our newer pilots. Fun Flies do increase the learning curve. Our Fun Fly tentative schedule for 2003 is as follows:

April 12th
June 14th
August 16th
October 18th

Time to land for this month.

2003 DUES ARE DUE

If you haven't paid your 2003 dues yet you can pay them at the February 11th 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 2003 flying privileges your 2003 Club dues must be paid and your current (2003) AMA membership card shown to Erv Rohde.

If you are a new member and were not a member for all 12 months of 2002 mention this to Erv as you may be entitled to a discount on your 2003 dues.

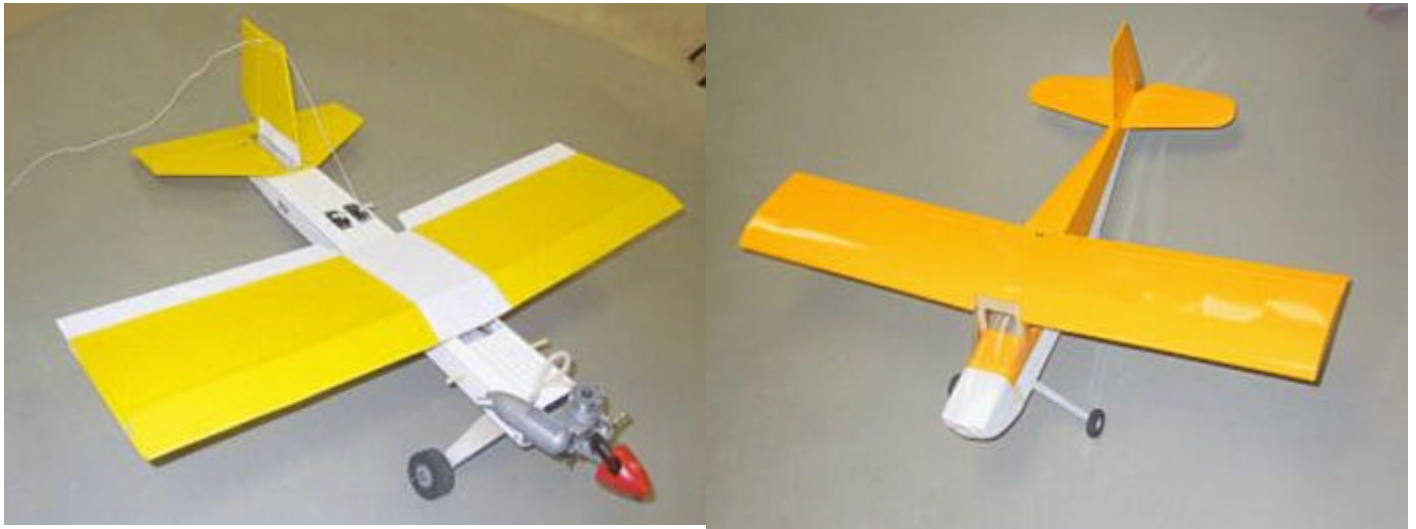
NEW CLUB MEMBERS

The Club has picked up three members since the first of the year.

Wade Stine joined the Club at the January meeting. He lives in Branson.

Also have had Bob Robson of Branson and Jim Stuart Forsyth rejoin the Club after at least a years absence.

Welcome (back) to the Club guys.



Above left is Larry Gliser's original drain spout combat plane. Larry says that it probably will need some more wing to carry the weight. Above right is Joe Major's new Super Decathlon (think it is a Watt Age) electric. Maybe his big Super Decathlon had pups!



Above is Curt Krause's quarter scale Super Decathlon in bare bones. He will power it with a Fugi 32. Maybe he and Joe Major can have a Decathlon flyby demo.



Above is Joe Major's new Rascal. This one has a 110 inch wingspan and will be powered with a Zenoah 26. He must really like the Rascal as this is his third, each one bigger than the last. Is it possible there will be a bigger fourth Rascal in his hanger.

Spiral Propwash

Additional information incorporated into the article was supplied by Technical Editor Ed McCollough.

The prop does not throw the propwash straight back—there's some drag on the prop, and that tends to make the wash behind it come off in a spiral fashion. And the problem comes when that spiral flow meets the rudder. If the rudder/fin is mounted high, the airplane will turn (yaw) left because only the top part of the spiral hits it. On a tail dragger at rest, tail down, this may not be the case, and even the reverse may be true because the propwash must be mostly parallel to the ground.

Torque. As the engine runs, the crankshaft turns and since the propeller is attached to the crankshaft, it also turns. This is an action, and according to Sir Isaac, for every action there is an equal and opposite reaction. The turning of the propeller in one direction causes the engine and everything it's attached to try and turn in the opposite direction. Since all our props turn to the right, that means there is a force trying to twist (roll) the airplane to the left. Note that this force is about the roll axis—the torque forces do not by themselves turn or yaw the airplane as do the previous two effects. We automatically take care of this with ailerons in keeping the wings level, and it really doesn't take much force from the ailerons to do it. On the ground, most torque forces are countered by the wheels.

Gyroscopic effect. The weight of the fast-turning prop creates a gyroscope, which will resist any change in the direction of its rotating axis. This is easily overcome by the airplane's controls, but the more detectable gyroscopic effect comes as the direction is changing. As the airplane's direction is changing, as in a sudden pull-up, gyroscopic forces try to rotate the plane about an axis 90 degrees to the axis you're forcing it. In the example of a sudden pitch up, the gyro action from the prop will try to force the airplane to turn (yaw) to the right. Don't believe it? Try it—the next time you're holding your airplane nose up at full power to check your mixture, rotate the airplane sharply nose up and down. You'll feel the sideways pressure from this force. In flight, its effects are minimized by the forces on flight surfaces. They can show up at near zero airspeed if you do a very quick stall turn or flop over..

So what to do? Answer—know what your airplane's characteristics are and compensate with the rudder! Let's take an example: the Piper Cub, well known for its tendency to ground loop on take off. Here's what happens: you gas the engine, and immediately have to put in some right rudder to keep it from turning to the left. With the tail down, the tail wheel gets more effective as you begin to roll, and you have to let up on the rudder. But then the tail comes up, while the fin and rudder, which were low and were getting equal right and left yaw from the spiral effect, now pop up into only the top portion of the spiral propwash. The Cub will now sharply turn left unless you are quick to shove on the right rudder. As the Cub accelerates, the fin/rudder get more straight airflow and again you must let up on the right rudder to keep it straight! Whoo! And we're not even airborne yet!

One method to tame the initial gyrations is to hold the tail down for part or all of the takeoff run. This keeps the tail wheel firmly in contact with the runway, stabilizing directional control considerably. A touch of up-elevator does wonders here; just remember to slack off the elevator at lift off to keep from climbing too steeply.

Suppose you pull the airplane off early, while very slow. You are at a high angle of attack, and the torque (and maybe some spiral effect, too) will try to turn you to the left again. Assuming that you keep the wings level with aileron, rudder is the proper way to correct the left drift. If you only correct with right aileron, the airplane will be in a skid, in unbalanced flight, and you're setting yourself up for a stall/snap/crash, big time!

Just how much prop effects affect your airplane's behavior depends on the airplane. A pattern-type airplane is affected very little. Other aircraft may be affected considerably. Your airplanes probably fall somewhere in between those two extremes.

Understand what is happening with your airplane and learn to make the proper corrections (quite often with right rudder). You'll be a better, smoother pilot, and you may just save an airplane or two.

from the *WAMS Newsletter*

Weatherford Aero Modeling Society

Mike Connally, editor

Mineral Wells TX

Feb 2002 National Newsletter

Tip of the Month

by Fred Harvey

This month's tip involves the dangerous practice of making last minute changes to your aircraft when the engine is running.

I recently heard about an incident involving the first flight on a new aircraft. After the engine was started and was ticking over nicely, the pilot decided to make one last sanity check of his control surfaces. As he wiggled the controls he finally noticed that the rudder was operating in reverse. Since he was in a hurry to go flying he turned the transmitter over and flipped the servo reversing switch for what he thought was the proper channel. Well, he got the throttle instead of the rudder. The engine suddenly went from idle to full power. The aircraft shot away from him because no one was holding on to it! The worst problem here was that the pilot did not realize what had happened. All he knew was that something had gone wrong. The airplane became airborne while he was still firmly pulling back on the throttle lever trying to get the engine to slow down.

Since this was the aircraft's first flight, it was out of trim. The pilot had to try to keep it under control while both the rudder and the throttle were working backward! It took this guy a few minutes for this mind to catch up with the situation. After he realized that the throttle problem was of his own making, he pushed the stick all the way up. With the engine finally at an idle, he was able to get the aircraft safely back onto the ground. In this case, no one was harmed and the aircraft survived to fly another day however, this does point out the danger of going flying by yourself.

First: Always have someone with you at the flying field! Always! Don't settle for just a warm body somewhere nearby. Get help holding, starting, and running up the airplane. The chance of anyone getting hurt is greatly reduced by doing this.

Second: Never fly an aircraft until you are absolutely sure that everything is in good operating condition! Check your aircraft over carefully. Make sure the transmitter is set properly, the range check is okay, receiver is switched on, control surfaces move in the proper direction, etc. If you find anything wrong, shut down the aircraft and take it back to the pits or take it home.

It is much better to have to quit for the day than it is to have an accident you will regret—maybe forever.

from *Vapor Trails*
Derby Radio Control Society
Fred Harvey, editor
Derby KS May 2001 National Newsletter

TRI-LAKES R/C FLYING CLUB

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