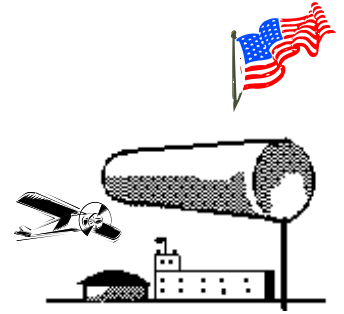


# THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

EDITOR - DON JOHNSON - 272 SOUTH PORT LN Unit 33, KIMBERLING CITY, MO 65686  
(417) 779-5340 e-mail donmarj@lvbw.net

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



VOLUME 17 ISSUE 2

FEBRUARY 2010

## WINTER PROJECTS



For some of us, winter is for building so that come spring we can show up at the flying field with something that the other members will OOOO and AHHH over. Gene Fuson has been working on the above Albatross DVA most of the winter and it should be ready for its' maiden flight sometime this spring, It is an ARF made by Green Models. With a wingspan of 55 inches, it has a 40 Amp motor and speed control and will be powered with a 3 cell 3300 mAH Li-Po battery. Flying weight should be about 3 pounds. Control is by Spektrum, DX7 transmitter and AR6200 receiver. Note the great looking pilot. Still to be added are the flying wires. This airplane is similar to the Albatross that the Red Baron flew early on in his short lived career, before he moved over to Fokkers. One problem to be resolved is a vibration from that great looking spinner. When ready it will sure draw a lot of attention at the flying field.

## THE PRESIDENT'S CORNER

President Dave is on vacation and he sends warm greetings from the sunny Caribbean. He should be back in time for the February meeting.

## THE EDITOR'S NOTE PAD

Time to get another Newsletter out and it's a little difficult thinking about flying when there is snow everywhere, with some more predicted.

We presently have only 15 paid up members, about half of the year end total membership. If you haven't paid your 2010 Club dues do it now. Bring them to the February 9th meeting or send them to Erv Rohde. At the end of February unpaid members will be dropped from the Club Roster, AMA will be notified you are no longer a Club member, You will also be dropped from the Newsletter notification list and the Club discount list at TPA Hobbies. Of course you can rejoin the Club at any time but it makes more work for the Club Secretary filling out paper work after the cutoff date.

The Club Newsletter is posted to the Club Website on the Tuesday or Wednesday before the meeting. If you can't pull up the Newsletter it may be because you do not have the current version of Adobe Acrobat Reader (currently 9), if not it is a free download to update it. If you don't receive an email notification that the Newsletter has been posted it is probably because we don't have your correct email address. If you are not receiving the email notification, send me an email at donmarj@lvbw.net and I will make sure your email address is updated.

President Dave has indicated his desire to build up the membership of the Club and asked me to send the AMA District 10 January Newsletter to all members, by email, which has a lot of information on how this could be done. Also the January issue of the AMA Insider had an article which deals directly with the situation we find ourselves in and it is reproduced on pages 4 and 5 - LEADER TO LEADER. All members are encouraged to read both documents before the February 9th meeting.

In the last several years I have been directly involved with the Top Gun Fun Flies. The membership seems to like the Top Gun idea and it's fun for those that participate but it is becoming a ho-hum event with little participation and even less spectators. Here's a suggestion that might help invigorate Top Gun. Instead of four Fun Flies, have a one day Top Gun Shoot Out. Have some events in the morning,. Lunch time would include demo flying, hopefully by some visiting pilots. In the afternoon would be more events. At the end would be a top Gun awards ceremony. Maybe trophies, maybe cash awards? How about out of town participants? This should work in good with President Dave's plans as it looks like he will need those extra weekends for his program.

Heard from Erv Rohde that Virgil Moon passed away. Virgil became a member in 1999 and flew with us for two or three years before health problems stopped his flying. He was a nice guy and a pleasant person to be around. Our condolences go out to his family.

Time to land for this month.....ed.

TRI-LAKES FINANCIAL STATEMENT 2010			
		JAN	Y T D
<b>BALANCE</b>	1/1/2010	\$2,507.94	\$ 2,507.94
<b>INCOME-DUES</b> -----		\$ 335.00	\$ 335.00
<b>INCOME-SHIRTS&amp;CAPS</b>		\$ -	\$ -
<b>INCOME-FOOD</b> -----		\$ -	\$ -
<b>INCOME-50/50</b> -----		\$ 3.00	\$ 3.00
<b>INCOME-MISC</b> -----		\$ -	\$ -
<b>EXPENSE-FIELD</b> -----		\$ 25.00	\$ 25.00
<b>EXPENSE-NEWSLETTER</b>		\$ 8.80	\$ 8.80
<b>EXPENSE-SHIRTS&amp;CAPS</b>		\$ -	\$ -
<b>EXPENSE-FOOD</b> -----		\$ -	\$ -
<b>EXPENSE-AMA</b> -----		\$ -	\$ -
<b>EXPENSE-Web</b> -----		\$ -	\$ -
<b>EXPENSE-meeting room</b>		\$ 25.00	\$ 25.00
<b>EXPENSE-MISC</b> -----		\$ 25.00	\$ 25.00
<b>BALANCE</b>	1/2/2010	\$2,762.14	\$ 2,762.14

# MEETING MINUTES

## TRI-LAKES R/C FLYING CLUB JANUARY 12, 2010

President Dave Medley called the meeting to order at 6:00 p.m. at the Branson Community Center. All officers were present. There were 8 members present including the officers. No guests or new members were present. The 50/50 (split the pot) raffle was won by Dave Medley. He received \$3.00, half of the \$6.00 pot.

### Committee Reports:

Erv Rohde reported that we have a balance of \$2,507.94 in the bank account. Minutes of the December meeting were approved as published in the newsletter.

### Announcements and Old Business:

There was no old business. The members were reminded of the Kansas City shop and swap meet.

### New Business:

Dave Medley brought up the TAG program. He said that he had the paperwork filled out and would be sending it in after he got the signatures necessary. He is planning to try and get some kind of program for the opening of the new airport in Branson West.

The paperwork for incorporation were signed and ready for mailing.

### Program:

None.

Meeting adjourned at 6:40 p.m. The next meeting will be February 9th at the **Branson Community Center** starting at 6:00 p.m.

## 2010 DUES

Club 2010 dues were due as of January 1, 2010. If you fly at Rocky Top Field on or after January 1, 2010 you will need a current (2010) AMA card.

If you are going to renew you Club membership at the February meeting, bring your 2010 AMA card. If you are paying by check, make the check out to "Tri-Lakes R/C Flying Club. You may also pay your dues in cash.

The dues schedule is as follows:

1. FULL MEMBERSHIP - \$80 per year.
2. ADDITIONAL FAMILY MEMBERS - \$5 each per year.
3. ASSOCIATE MEMBERSHIP (non- voting) - \$15 per year
4. STUDENTS - Free Club membership but must be a current AMA member.

If you joined the Club during 2009 talk to the Treasurer before paying as you may get a discount on you 2010 dues.

If paying by mail, send your dues to Erv Rohde, 928 Jackson Hollow Rd., Galena, MO. 65656.

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## YOUR 2010 DUES A DUE!!

Below are the names of the 15 members that are current in their 2010 Club dues.

Bud Austin, Sid Beckham, Fritz Corbin, Jim Haney, Don Johnson, Reader Jones, Tom Mckenzie, Dave Medley, Mark Niebrzydowski, Keith Oxby, Dick Peterson, Erv Rohde, Howard Shire, Roy Steinstel and John Woods.

If you feel your 2010 Club dues are current but you are not on the above list contact Erv Rohde for needed corrections.

Below, in part, is an email I received from John Woods a few days ago. It looks like he and Janet are having a great time and enjoying the warm weather (most of the time) while we watch the snow falling.....ed.

Janet and I are enjoying Florida very much. It was freezing for a couple of weeks so we were kind of cooped up trying to stay warm. I am enjoying my new computer and can use the campground's wifi as I sit in the camper or out by the fire. We have our little inflatable boat with us and have used it several times. In Crystal River on the Gulf side, we were boating right over a bunch of Manatee -about 50 of them many bigger than my 10' boat. Last week here in Titusville, some friends from Branson were tent camping and the four of us went out on the Indian River where we saw a bunch of Dolphin swimming by - kind of neat.

Been flying my R/C planes and joined a local Club who have a fantastic flying field - no trees, big and flat as a billiard table and facing North. They welcome Snow Birds and we are charged \$7.00 a month. The flying area is so big they have an area for Fixed Wing R/Cs, Control Line, Helicopters and Sail Planes and they all can be flying at the same time. They have about 190 members. They are going to have a big event this weekend called the "Big Bird" fly-in and predict about 80 pilots. I'll fly my two 1/4 Scales during the event. [www.irks.org](http://www.irks.org)

Janet has been painting the last couple of days and is sharing them with all the neighbors.

We've been to about 4 Flea Markets and a couple local Swap Meets so are completely out of room in the Motor Home - may have to put Goober and Anna in a kennel !!

I haven't set up all the members in my address book so am just sending this to you. Feel free to share with the others.

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## **Below is an article from the January 2010 AMA Insider**

### **LEADER TO LEADER**

#### **Membership Drive Reaction**

By Jim Rice, Chairman Leader Member Development Committee

As I write this, it is a week before Christmas and the final membership numbers for 2009 are fresh in my mind ... Depressing but still in my mind. We had a membership drive. A well-thought-out, but poorly executed drive. The leg work was done at the HQ level and the advertising was done in *Model Aviation* and by word of mouth via most of the District VPs. Yet the grass roots level, where the newbie meets the member, it didn't happen very well; seemingly no interest in the growth of the membership by the average modeler or club.

That should give all of us with a little concern about the future of our organization cause to reflect on why we aren't growing or worse yet, why we are shrinking.

Everyone who has been a member more than five years (and that is who this article is targeted toward) remembers when getting a new member started flying rejuvenated your own enthusiasm, which was then expressed and passed on to the newbie, resulting in his or her rapid infusion into this addictive sport. The newbie then brings friends and relatives to the field to try to get them addicted as well. It could snowball, it should snowball from there, but lately it hasn't done that very well!

We keep harping on bringing in more new members but don't concentrate so hard on keeping the ones we already have. If your club brings in six new members this year but loses ten old ones we have a net loss. If every club in the AMA lost just three members, we would be down about 7,000 members before we ever started to recruit the new members!

So why are we losing them as fast, if not faster, than we can recruit them?

You may know better than I do but I have some ideas from personal experience and daily contact with clubs and members that are having problems with each other. Following is a list of issues I have seen:

1. Club dues are too high when coupled with initiation fees and AMA dues and perhaps holiday spending if the club has renewal at the first of the year.
2. Club meetings are stagnant, discussing the same old business with no flair of creativity to try to encourage the membership to be there for the fellowship, the modeling exchange, and the educational experience.

3. Cliquish groups that make it hard for a newcomer to become a part of the organization—If you can't afford an XYZ don't sit with us; If you can't do a double whifferdill with a twist you don't need to fly with us; If you didn't use escapements and reeds you won't be able to communicate with us, etc.
4. Old-time members with a chip on their shoulders about new folks, new styles, and new ideas. Some old guys (I qualify for that) don't want to have their club changed and are not willing to tolerate anyone who may have a good new idea. The board of directors ought to change fairly regularly and bring in new ideas and new blood. I have had reports of members being threatened by old timers who don't want change, even to the point that the police have had to be involved.
5. Conduct at the field that is unacceptable for mixed company or families. I have seen and had reported to me too many incidents of vulgar and foul language being used so loudly that it made many at the field uncomfortable. Guys don't want to bring their spouses or children out to the field and subject them to that. For that matter, many longtime modelers would rather not be subjected to that either.
6. Safety officers or instructor pilots treating the membership or new pilot like a stupid third grader (this assumes the recipient of the barrage is not a stupid third grader). I had a couple of guys who were longtime modelers tell me they joined a club based on my recommendation and began flying on the first day at the field with no orientation or advice. The Safety Officer observed they were not following one of the club's local rules and berated them loudly and publicly instead of quietly explaining the rules to the newbies. They both quit the club after one day of flying. Fortunately for AMA they found another club instead of dropping the hobby.
7. Sometimes spectators come to observe the activity and are not welcomed and given a tour/briefing about the club and the hobby. Heck if you have a closed membership that doesn't mean you can't get someone addicted and send them elsewhere to fly. Take a minute and brag about your club and your hobby, you might get us a new modeler and get yourself a new friend.
8. Competition events aren't designed to allow a new pilot to compete with limited skills, therefore they don't compete because they don't want to be beat up and embarrassed by the experienced club aces. Design some events that don't even require a takeoff or landing so that a guy on a buddy box can compete. For example, a two-minute timed flight from the time the instructor hands the airplane over until the student calls time or the instructor has to take it back. Or climb and glide if the student can take off okay but has trouble landing. The time stops when the student adds power to abort the landing.
9. Maybe a worse thing in today's electronic world is the argumentative nature of many of the forums that a new or prospective member might visit. Just observing some of the threads would be enough to cause some potential new members to look elsewhere and if they post a question and get beaten up for their ignorance, they aren't going to want to come back for more.
10. Sometimes a club may need to embrace new technology or styles to try to help the newer modelers. I saw a sign on a non-AMA club gate one time that said No Park Flyers or Electrics Allowed. I went on in and asked if I could fly. I had a park flyer-sized electric that I designed that flew exceptionally well. I talked with the guys present and they agreed to let me fly; evidently the guy who objected to my kind of airplane was not there that day. After my first flight they gathered around the airplane and wanted to know more about it and its propulsion system. I doubt my visit converted the field but I think it impacted the thoughts of the ones who were present that day. If your club doesn't have a way to allow helicopters, see if you can do it. If you don't have a way to do hi-starts and winches for gliders, see if you can accommodate them. Do you have a place to make a CL circle, even a temporary one until the guys who want to fly CL can help you make a permanent one?
11. Does your club newsletter grab the attention of the average club member? Do he see his name or picture or his friend's in print? Does the newsletter make him want to get out to the field or over to the club meeting? A newsletter editor's job may be the toughest on the board. Help write an article, provide a picture, tell a modeling joke or provide a building tip. These guys want and need help and they are the voice of the club and the AMA for the local guys.

You get the idea I think. As leaders we all probably have some influence in our local areas and could help make things more enjoyable for the guys we have already signed up so that we close the door on attrition and let the recruiting efforts fill us back up.

Remind everyone that it is a hobby. We do it to have fun so let's have fun! →

# FEBRUARY MEETING

FEBRUARY 9, 2010 at 6:00 PM

Meet at **THE BRANSON COMMUNITY CENTER**

## Program

**BRING YOUR PROJECTS FOR SHOW AND TELL.**

### TRI-LAKES R/C FLYING CLUB

#### PRESIDENT

DAVE MEDLEY 769-5931

#### VICE-PRESIDENT

BUD AUSTIN 561-4466

#### SECRETARY

HOWARD SHIRE 779-5069

#### TREASURER

ERV ROHDE 538-2439

#### SAFETY OFFICER

GENE FUSON 538-9346

#### FIELD MARSHALL

FRITZ CORBIN 272-1106

#### INSTRUCTORS

JOE MAJOR 336-8060

ERV ROHDE 538-2439

JOHN WOODS 338-8419

## SAFETY FIRST

Hi everyone, I just want to share some info with you flyers that have a fail safe system built into your radios. I was trying mine out last week and when I turned the transmitter off, for LOSS of signal to the receiver, the electric motor went into full power. Well, that is an experience that you don't want to endure. Talk about starting to panic. Try turning the power switch off, located near a fairly large propeller spinning like a ban-shee, and trying to hold the airplane and the transmitter in your other hand. Not being smart enough to lay the transmitter down didn't help as I dented the fuselage with it. So..... panic in the control tower at my house. I went through the "bind" routine, JR radio, and that cured the problem. So, check out that fail safe without having the propeller on the motor if possible.

See You at the Field,  
Gene Fuson  
Safety Officer

### TRI-LAKES R/C FLYING CLUB

Don Johnson - Editor  
272 South Port Ln. Unit 33  
Kimberling City, MO 65686

