

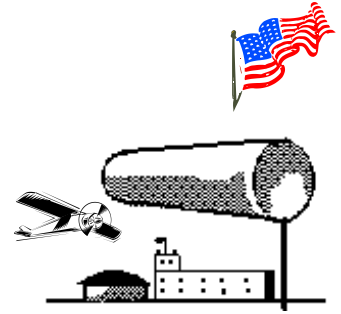
THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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VOLUME 21 ISSUE 2

FEBRUARY 2014

CLUB MEETING, FEBRUARY 11TH, CANCELLED. ENJOY!

It has been a bad month for taking pictures since it was difficult to get outside, let alone get any action shots. So with only my airplane and John's airplane to choose from, I decided to butter up the new Club President and feature his newest plane. He stole this E-flite CAP 232 at the January swap meet in Springfield, complete except for receiver and battery, for \$20. Of course the fuselage was broken, but no big deal. It has a 36" wingspan and weighs 20 ounces, ready to fly. With a 450 890 kv motor, it pulls 16 amps and develops 177 watts. At about 142 watts per pound it should hover well. With a 1300 mAH 3 cell li-po, and at full throttle, which is John's normal mode, he should get almost 5 minutes of flying time. Looks like it will be a great Fun Fly plane for you, John!



THE PRESIDENT'S CORNER

Winter is still here! Crazy cold and not letting up!

This is a great time to fix and build those R/C projects that we've been procrastinating about. My priority was to clean up my garage so I would have a work bench to work on my models. I've done pretty well but still have a few corners to clear outlater. I did get my main work bench all tidied up so I have an area to do some of my repairs. Just finished repairing the Cap 232 and am now repairing the wing on the Extra. After the Extra I want to repair my Gee-Bee profile. It broke the fuselage behind the wing so I plan on slabbing both sides to strengthen the entire fuselage – it really helps to have a clean building area.

Dave has completed his new Polaris and said it's ready to fly. The model looks great so I'm anxious to see it fly. The last one just took off really smoothly then crashed into a tree landing on the asphalt 100' below..... really ugly. Still don't think it was my fault but haven't had any sympathizers yet. The Crash trophy is on a shelf in my garage.

We are going to cancel February's meeting. We took care of all the important things at January's meeting and with the weather so cold it's becoming more and more difficult to get out at night. If you think of something that seems urgent give me a call or one of the other officers.

Gene Fuson agreed to continue to be our Club's Safety Officer. We appreciate his willingness to help out with the most important area of our Club – Safety.

If you haven't renewed your 2014 Club membership you may send a check to our new Treasurer, Fritz Corbin or any of the other Club Officers.

Just a reminder that the Kansas City R/C Club is having their annual Swap meet on January 8th.

See you at the Field - Happy Landings ~ John

THE EDITOR'S NOTE PAD

We are starting off the year in good shape. We had \$1,866 as of February 1st, in the bank. Last year we had \$1,671 as of February 1st. Not a big increase but definitely in the right direction. We also have 13 Club members current in their 2014 dues, including one student, whereas last year at this time we only had 11 members current. Again a good positive trend.

The field is in great shape and ready to use if we can get any decent flying weather. Haven't heard any concern about the condition of the mowers. Probably because of the excellent maintenance care by Bud and Fritz. These two members devote a lot of hours in mowing the field and maintaining the equipment that most of us don't see. Great job guys, we really do appreciate your efforts. Maybe we will get by this year without having to replace a mower.

Page 5 is devoted to the Polaris, not because it is my plane, but because it is a very popular plane in the Club right now. Five Club members have had, have or are building a Polaris. Either the small, XL or Ultra model. Think this entails at least nine models total. For this reason I tried to give some hints and show some materials that could be useful for any one wanting to build one. If built well and set up correctly, the Polaris flies very nicely.

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

TRI-LAKES FINANCIAL STATEMENT 2014

		JAN	Y T D
BALANCE	1/1/2014	\$1,371.33	\$ 1,371.33
INCOME-DUES -----		\$ 560.00	\$ 560.00
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ -	\$ -
INCOME-50/50 -----		\$ 2.00	\$ 2.00
INCOME-MISC -----		\$ -	\$ -
EXPENSE-FIELD -----		\$ 56.57	\$ 56.57
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ -	\$ -
EXPENSE-AMA -----		\$ -	\$ -
EXPENSE-Web -----		\$ -	\$ -
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC -----		\$ 10.00	\$ 10.00
BALANCE	2/1//2014	\$1,866.76	\$ 1,866.76

MEETING MINUTES

TRI-LAKES RC FLYING CLUB JANUARY 14, 2014

President John Woods opened the meeting at 6:05 PM, at the Southport Condo Clubhouse. There were 6 members present including the officers. V-P Gene Fuson was absent. Treasurer Fritz Corbin reported that the Club had \$1371.33 in the bank as of January 1st. Dave Medley won the 50/50 raffle and received \$2 of the \$4 pot.

Committee Report: President John Woods reported the Gene Fuson will remain as the Club Safety Officer and Bud Austin and Fritz Corbin will remain as co-Field Marshalls.

Old Business: Treasurer Fritz Corbin reported the Club checking account has been changed over from Roy Steinestel to him and that he and Don Johnson are authorized to sign checks.

New Business: Fritz reported that there are still Club hats and t-shirts available for sale. Hats for \$5 and shirts for \$15.

Fritz also reported that he had the required forms ready to send in, changing the registered agent from Roy Steinestel to him. This is required for the Club's incorporation

John Woods was awarded the Crash Of The Month Trophy for the number he did on Dave Medley's Polaris XL on New Year's Day.

Program: President John Woods passed out New Year's Day Fun Fly Certificates to the members present that flew on New Year's Day.

John Woods showed his E-flite CAP232 electric that he picked up at the Swap Meet in Springfield. Looks like it will be a good Fun Fly plane.

Don Johnson showed his Polaris XL that he is scratch building from blue foam fan fold material.

Meeting adjourned at 7:10 PM.

YOUR 2013 DUES ARE DUE!!

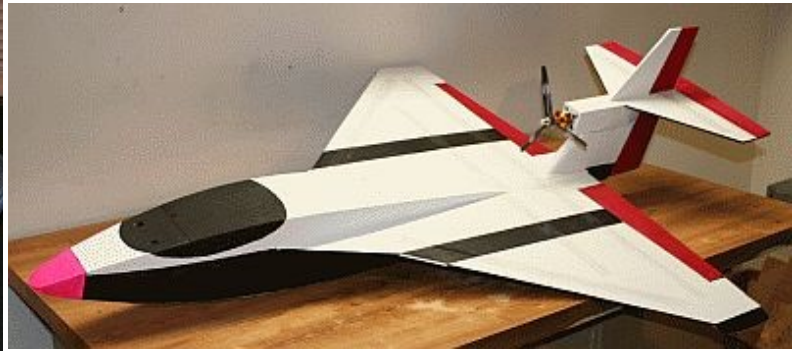
Below are the names of the 13 members that are current in their 2014 Club dues.

Bud Austin, Fritz Corbin, Jim Halbert, Reeder Jones, Don Johnson, Dave Medley, Randy Needham, Dick Peterson, Erv Rohde, Howard Shire, Joe White, James Woodruff and John Woods.

If you feel your 2013 Club dues are current but you are not on the above list contact Fritz Corbin for needed corrections.

NOTICE

There will be NO Club meeting in February. The next meeting will be March 11th, at the Southport Condominium clubhouse



Above is your editor's knockoff of the Polaris XL in blue foam fan fold. The plane was finished in black and white latex paint and red and pink acrylic, both brushed on. The blue foam, especially after some sanding, gets a little fuzzy. This causes the painted surfaces to feel like sandpaper. With a 3 cell, 2100 mAH li-po battery, the ready to fly weight came out to 30.2 ounces which is a couple of ounces under the expected range. There are a couple of air holes in the front and back of the cockpit area that will be taped over if it is flown off the water. The project has been fun but if I were to do it again, I would get the laser cut kit, it would be a lot easier. But again, I had the blue fan fold and scrounged the carbon fiber spars from Jim Haney and Dave Medley crash sites and Jim had drawn out paper patterns of the parts.



Above is the glue I used on the Polaris, it is clear and stays put, is relatively cheap and sets up fairly fast but takes a day to completely cure. The foam will fail before to glue joint fails. The instructions said cover the spars with Scotch magic tape for added strength. Didn't work, would peel right off the painted surface. The CLEAR REPAIR GORILLA tape seems to do the job—very sticky and tough. Did have to split the tape since it was twice as wide as needed. A little tricky but not too hard to do.



The bottom of the fuselage and floats need some protection since taking off the ground would soon chew up the foam. The Scotch TOUGH tape is thick, transparent and tough and has a white web reinforcement in it. It also stuck very well to the painted bottom surfaces. Another possibility is the GORILLA TAPE. It is a multilayer duck tape and comes in white and black. Didn't use this on the Polaris but should work well.

TRI-LAKES R/C FLYING CLUB

**PRESIDENT
JOHN WOODS 338-8419**

**VICE-PRESIDENT
GENE FUSON 538- 9346**

**SECRETARY
DON JOHNSON 779-5340**

**TREASURER
FRITZ CORBIN 272-1106**

**SAFETY OFFICER
GENE FUSON 538- 9346**

**CO-FIELD MARSHAL
BUD AUSTIN 561-4466
FRITZ CORBIN 272-1106**

**INSTRUCTORS
ERV ROHDE 538-2439
HOWARD SHIRE 779-5069
JOHN WOODS 338-8419**

SAFETY FIRST

SAFETY RULES & REGULATIONS

I am reviewing the club SAFETY RULES for all members, but in particular for our newer members. These rules will continue to be published every month until they are all listed here. If you can't wait to see them all, e-mail me and I will see that you get a copy.

Please read and comply with the following rules:

The following SAFETY RULES were adopted by the TRI-LAKES R/C FLYING CLUB Membership in October 1997 and revised November 2010.

1. All members are expected to know and adhere to the SAFETY RULES set down by the TRI-LAKES R/C FLYING CLUB and the ACADEMY OF MODEL AERONAUTICS (AMA) and to use common sense when operating or observing any R/C aircraft.
2. Pilots must be insured by the AMA and have in their possession their current AMA identification card.
3. Guests of Club members must be AMA members and may use the flying field for a period of two weeks. If guests exceed the two-week period they will be required to purchase an Associate Membership.
4. All models must be identified with the owner's name and address or their AMA number on or in the aircraft.

See you at the field,
Gene Fuson
Safety Officer

**THE NEXT CLUB MEETING WILL BE
MARCH 11TH, 6:00PM, AT THE
SOUTHPORT CONDOMINIUM CLUB-
HOUSE.**