

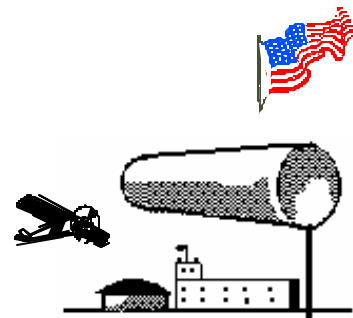
THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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VOLUME 9 ISSUE 3

MARCH 2002

MARCH MEETING

MARCH 12, 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

The weather hasn't been very co-operative this month, but we have had a few good days to try out our planes. There seemed to be quite a few new planes to adjust and get into trim.

It was good to see so many flyers at the field with their wives. I don't know if they were really interested in standing out in the cold, or if they were just keeping track of the investments that were made over the winter? All kidding aside it was nice to have you out!

Don't forget to reserve some time for the workday, so we can have the field in top shape for our first fun fly.

Howard

TRI-LAKES R/C FLYING CLUB

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VICE-PRESIDENT

RAY DIXSON 870 426-4310

SECRETARY & EDITOR

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THE EDITOR'S NOTE PAD

Well, here it is March already and almost time to cut the Club roster to only those that are current in their 2002 dues. Actually we are in pretty good shape this year on the membership! We now have 46 paid up members; at this time last year we only had 38 members and the year before 39 members were current in their dues before the March meeting. If you are not sure if you have paid your 2002 dues, check the list on page 3. If your name is not there but you think it should be, see Erv Rohde.

At the field and at the last meeting there has been an abundance of new aircraft showing up. There are quite a few photos of some of these birds in this issue. What is amazing is the variety of planes and motors/engines. From tiny electric flying wings to big gasoline powered birds. There has never been so much variety available to those that build and those that want to go the

TRI-LAKES R/C FLYING CLUB

MEETING MINUTES

FEBRUARY 19, 2002

President Howard Shire opened the meeting at 7:06 p.m. at the Branson Community Center. All officers were present and there were 25 members present. The minutes from the January meeting were approved as written in the February Newsletter.

Treasure Erv Rohde reported a balance of \$2,511.29. The 50/50 raffle was won by Reeder Jones and he received ½ of \$22.00.

There were no guests at the meeting.

Committee Reports: Fun Fly Chairman Walt Hadley asked for advice, from the members, on what events they would like in the Fun Flys this year.

Announcements and Old Business:

President Howard Shire said the old windsock had been put back up at the field and that Del D'Alessandro was making a couple more spares.

Mike Anderson reminded the members that CD's with the last three years of Newsletters were still available for \$5. The \$5 will go to the Club Treasury.

President Howard Shire reminded the members that 2002 Club dues are now past due. Any members that are still delinquent in their 2002 dues will be dropped from the Club roster after the March meeting.

New Business:

President Shire said the field lease was about due and he would send in the annual \$400 lease renewal fee in the next day or two.

Ray Dixson suggested that we look for another flying site location. A committee consisting of Ray Dixson, Bob Miller, Bill Rose, Ray Wommack and Joe Major was formed to look for other field Locations.

After discussion a motion was made not to continue carrying insurance on Jim Stuart's field due to limited use and the influx of housing in the area.

Don Johnson informed the Club that AMA is now requiring all new Chartered Clubs submit, and get approval on Club Bylaws before they will receive a charter. Existing Clubs have until next year to submit Club Bylaws for approval. AMA also recommended that Clubs that already have Bylaws submit them with the Club's re-chartering documents this year. The Bylaws (including safety rules and regulations) will be reviewed by AMA and returned to the Club with recommendations of any changes they feel are necessary. The members present indicated that our Bylaws should be sent in to AMA as requested this year. Don Johnson will include them with the 2002 Club re-chartering documents.

Mike Anderson brought the membership up to date on a Club Weather station. He had found a station that only cost \$300, which was less than previous estimates. However each updating of the weather would take five or more minutes and if this were done two to four times per hour, this would be way too much time to use one of Mike's internet providers. Mike did find a site domain that would allow us 150 hours per month for \$10. A telephone line will cost \$16.46 + tax, or a total of about \$27 or \$28 per month. This would put the first year cost at about \$625 and future annual costs at about \$325. The following members indicated they would be willing to contribute toward the weather station provided some help could be obtained in paying some of the monthly costs – possibly through advertising on our web site. Those members are Don Johnson, Jim Halbert, Bob Miller, Ray Dixson, John Woods, Mike Anderson, Howard Shire, Larry Gliser, Reeder Jones, Rich Berthold, Bob Reynolds and Virgil Moon. Bob Miller and Mike Anderson were going to see if they could obtain some financial backing.

Bob Miller, from T.P.A. Hobby Center, requested that an updated Club roster be sent to them after the March meeting, for Club discount purposes. Don Johnson will send T.P.A. an updated roster as soon as it is finalized.

Program:

The night's program consisted of many aircraft from large to small and built to un-built. Pictures and descriptions of some of these models can be found elsewhere in this Newsletter.

ARF route. Life is good for the model airplane enthusiast.

Not sure what is going to happen with a weather station at the field. The initial station cost is not bad at about \$300, but the monthly cost would be about \$28 per month for a telephone line and internet site. We do have about a dozen members that would be willing to cover the cost of the station if we could somehow come up with some help (sponsors or advertisers)) on the monthly costs.

With spring fast approaching, thoughts turn to flying off water. At least that is the thoughts of some people. John Woods is thinking of getting several members, with boats, finding a fairly quiet cove on Table Rock Lake and flying float planes. Sounds like a lot of fun. I fly off Table Rock Lake frequently and find it much easier during the week than on weekends. This is because there are a lot fewer boaters and fishermen to watch out for. Also on the weekends, with all the big boats moving around, the water becomes very choppy even if there is no wind. So let us know when and where John.

At least once a year everyone needs to be reminded of Club rule number 15 as follows.

15. It shall be each member's responsibility to police the flying field at the end of each flying session. If you brought it to the field with you take it home with you.

Of course this means wrappers, cans and broken airplanes. It also means bits and pieces of airplanes like fabric, broken props and rubber bands. It also applies to used cigarette filters. These filters are starting to build up in the pit area and look unsightly. So if you smoke at the field, it would be appreciated if you took your used filter tips home with you when you leave the field.

Time to land for this month.

2002 DUES ARE PAST DUE

If you haven't paid your 2002 dues yet you can pay them at the March 12th 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 Voting Member if desired.

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

CURRENT (2002) CLUB MEMBERS

The following members are current in their 2002 Club membership. If you are not on the list but feel you should be, contact Erv Rohde.

Gary Acton, Ken Adams, Erin Anderson, Mike Anderson, Dean Baerwald, Sid Beckham, Rich Berthold, Del D'Alessandro, Paul Denney, Karen Dixon, Ray Dixon, Philip Equi, Roscoe Fudge, Larry Gliser, Walt Hadley, Jim Halbert, Herman Hanebrink, Nicholas Ingenthron, Steve Ingenthron, Don Johnson, Brian Jones, Reeder Jones, Curt Krause, Ed Kreiner, Don Livermore, Annette McEvoy, Jack McEvoy, Tom McKenzie, Joe Major, Gary Metzger, Bob Miller, Steve Miller, Virgil Moon, James O'Marr III, Roy Pepper, Henry Racette, Robert Reynolds, David Rice, Jack Roeger, Erv Rohde, Bill Rose, Howard Shire, Robert Smith, Ray Wommack, John Woods and Homer Zobel.



Left is Homer Zobel's new 4 Star 60. This one is decked out in red rather than the normal yellow scheme. Later it showed that it too is a great flying 4 Star.

Below is Erv Rohde's Pro Twister waiting for its maiden flight. Later it did fly and flew well. Note the "open cockpit" which is really used as a handle for carrying the plane.



Below is Mike Anderson's Accord just after a fuselage replacement and before an ill fated flight. Seems there are electric props and there are park flyer electric props. Guess what, the little 480 motor could not turn the required RPM on the heavier electric prop. When propped correctly the plane flies well.



Below are a couple more of Ray Dixon's planes. The blue and green job is an Ace Bingo which Ray has mounted one of his new LCS 60 engines. This engine is sort of a 4 stroke with a piston that goes back and forth while the cylinder goes around resulting in a 2:1 gear reduction. Days later it flew very well. To the right of the Bingo is Ray's Cessna

182 with a 120 Surpass engine. Ray obtained this plane at the Kansas City Swap Meet. When completed it will have a full interior, strobe lights and fowler flaps. Way in the background is Don Johnson's Canadair CL 315 fire bomber with twin Sp 400's.





Left is Joe Major with an E-Flight Electrajet. This little foam delta wing with a 380 electric motor flies great. With the lower foam fin the Electrajet even taxis.

Below is Erv Rohde's red and yellow, black and white Ugly Slab, er Pro Twister. Since this photo was taken Erv has had several successful flights with this plane.

In the foreground is John Woods' new

Sea Master. This is a well built and very attractive seaplane. Of course you would not expect anything less from John. He only buys the best ready to fly airplanes he can find. He found this one at the Kansas City Swap Meet. John is now ready for the float fly season.



Left is Ray Dixon's STOL Fiesler Storch. This is a big heavy (17-1/2 lbs) bird but should fly very slow and have a lot of lift due to the wing leading edge slats and flaps. Hope the flower is not prophetic. Looks like the plane has a very big engine—wonder if it came from one of the Club lawnmowers?

Right is Howard Shire's profile Sig Fazer. Looks like Howard is ready to get into some hot aerobatic flying.

In the foreground is Bob Miller's new Hanger 9 Aresti. Looks like it is ready to go with a pilot figure in the cockpit.



TRI-LAKES FINANCIAL STATEMENT

		FEB	Y T D
BALANCE	02/01/2002	\$ 2,511.29	\$ 1,989.43
INCOME-DUES -----		\$ 213.36	\$ 795.04
INCOME-SHIRTS&CAPS		\$ 5.00	\$ 5.00
INCOME-FOOD -----			\$ 23.50
INCOME-50/50 -----		\$ 11.00	\$ 22.00
INCOME-MISC -----			\$ -
EXPENSE-FIELD -----		\$ 400.00	\$ 400.00
EXPENSE-NEWSLETTER		\$ 7.37	\$ 57.36
EXPENSE-SHIRTS&CAPS			\$ -
EXPENSE-FOOD -----			\$ 29.33
EXPENSE-AMA -----		\$ 40.00	\$ 55.00
EXPENSE-MISC -----			\$ -
BALANCE	03/01/2002	\$ 2,293.28	\$ 2,293.28

SAFTEY TIPS

FROM SAFETY OFFICER DAVID RICE

If you have multiple transmitters make sure you have the correct transmitter for the plane you are about to fly. Also if you have a computer radio with multiple plane memories make sure you have selected the proper memory. As a double check, pre-flight your plane by moving the controls and **carefully** observing that they move in the right direction.

David

Below are a couple of Northeast Sailplane ARF electrics. The one on the left is Gary Metzger's Lil Luscomb and in the middle is Mike Anderson's Accord. Both fly well. Lower right is a light weight wing that Jim Halbert will turn into a mini Zagi and a couple of Laser 3D kits that Gary Metzger is building for Mike Anderson and himself.



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