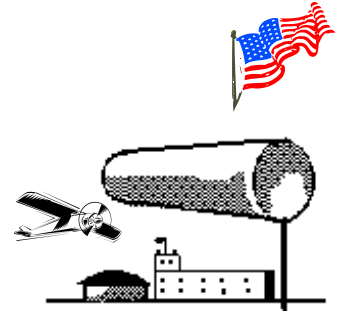


# THE WINDSOCK

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@outlook.com

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



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## A LONELY DAY AT THE FIELD



**Fritz Corbin flying his Pro-Twister all by himself on a blustery winter's day. Actually his main reason to be at the field was to do some repair work on the safety fence. Before getting to work repairing some broken links in the bottom of the fence, he decided to get a flight in. The next Tuesday he was found at the field working on some other parts of the fence and this time did not even bring out a plane to fly. At other times he can be seen walking the field perimeter as part of his exercise routine while at the same time checking that the electric armadillo fence is in good repair and no critters are damaging the field. If you wondered how our field stays in such great shape, now you know!**

## THE PRESIDENT'S CORNER

Is Winter still here??

I flew Don's new Fan Fold Foamy Polaris last Saturday and it flew perfectly. I skidded it along the runway south bound for take off and up she went out over the trees. Neutralizing the sticks I anticipated having to trim to correct for any unwanted effects..... there were none. Just flew straight and level with no trim adjustments. I thought ..... flew just the way I build-em. Don may have something more to say about that. Anyway, Don took over the Tx , flew for awhile and did a nice landing with absolutely nothing broken like several of the other Polaris's or should I say ALL of the other Polaris'! The plane looks great too and can't wait to get Don over to fly off the Lake.

Haven't had a chance to work on my new Goldwing MX2 at all. Finished repairing the wing on the Extra and Saturday I started it up to fly and the engine wouldn't keep running. It ran the day before at home but not at the field. That afternoon I opened up the carb and found real fine debris covering the filter screen. I'm getting it back together and hopefully will fly it Saturday if it doesn't snow.

The E-flite CAP 232 flew terrible – I had the balance point marked incorrectly and it would try and stick its nose straight up in the sky ..... really tail heavy. Had quite a time getting it back on the ground. I'll have to find another spot on the plane to set the battery.

I flew the Heli-Max V-Cam but the wind was about 2 MPH so it just blew it

down the field. It only weighs 1.4 OZ. This QuadCopter is really difficult to get use to. It has the same inputs as a regular helicopter so when I get in trouble, like going down, I panic, pull back the stick to give it up like an airplane but the thing flies backwards into something or the ground. Going to take more practice for me. I did try some outdoor pictures last week but only got a few pictures of my feet and a video of my neighbors driveway as it went in backwards. More practice needed.

Talked to Jim – he's still in Texas. He had to put on long pants because it got down to 60. Wait until you see what he bought. Maybe Don can include a picture in the Newsletter, if not I'll send a picture out later. Dave and Val are on one of their weekly cruises out of New Orleans basking in the sun. They'll be back in about 10 days. Gene is recovering from is shoulder operation and is doing great except he can't move his arm for a few more weeks. Get well soon!

Hope you all are doing well and getting those banged up planes fixed and airworthy while you're stuck indoors.

See you at the field. Happy Landings in 2014 - John



## MEETING MINUTES

### TRI-LAKES RC FLYING CLUB

The February Club meeting was cancelled due to cold and snowy weather. The March meeting will be March 11th, 6PM, at the Southport Condominium Club House.

TRI-LAKES FINANCIAL STATEMENT 2014			
		FEB	YTD
BALANCE	2/1/2014	\$1,866.76	\$ 1,371.33
INCOME-DUES -----		\$ 120.01	\$ 680.01
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ -	\$ -
INCOME-50/50 -----		\$ -	\$ 2.00
INCOME-MISC -----		\$ -	\$ -
EXPENSE-FIELD -----		\$ 428.29	\$ 484.86
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ -	\$ -
EXPENSE-AMA -----		\$ 90.00	\$ 90.00
EXPENSE-Web -----			\$ -
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC -----		\$ -	\$ 10.00
BALANCE	3/1/2014	\$1,468.48	\$ 1,468.48

## YOUR 2014 DUES ARE DUE!!

Below are the names of the 16 members that are current in their 2014 Club dues.

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

If you feel your 2014 Club dues are current but you are not on the above list contact Treasurer Fritz Corbin for needed corrections.

## THE EDITOR'S NOTE PAD

Here it is March 2nd and what better thing to do, as sleet and snow falls from the sky, than put out the Club's Newsletter. We now have 16 members that are current in their 2014 dues compared to 13 this time last year. Four more members will probably renew their memberships within a month or two. So membership wise we are in decent shape but could always use some new members.

Money wise we are about \$300+ under what we were a year ago but considering we bought the new field shelter, we should be in decent financial shape.

We have sent in the paper work for our 2014 Club Charter to AMA. AMA has already sent the land owner, with a copy to us, a certificate of insurance on the flying field. The insurance runs from 3/1/14 to 3/1/15. We have paid, and received back from the owner, a signed copy extending our lease on the field for another year.

If we do as we have in the past, the Club's first Fun Fly of the year will be April 12th. If anyone has any suggestions concerning the Fun Flies they would be welcomed. It never hurts to put new energy into something that we have been doing for a long time.

Now if we can get a break in the weather, maybe we can do some serious flying.

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



Above left is Don Johnson's Electra powered glider after 208 flights and 2,030 minutes of flight time. On the previous flight the tail section was damaged while landing in the wind. During the next flight things were going good until it spiraled out of control and hit a tree. Best guess as to what happened is that the rudder fin was not secured well enough when the repairs were made. Oh well, the electrical parts were good and a replacement is already on the building board. Above right is Don Johnson's Polaris XL on its maiden flight with test pilot John Woods on the sticks. This plane was made from blue foam fan fold, using Jim Haney's templates. The plane seemed to fly perfectly without any trim adjustments. The next time we tried to fly it, with a larger prop that John said would give it more speed, the motor was erratic so the flight was cut short. Seems one of the motor leads had a loose connector. With that corrected it seems ready to go.



Above left is a Graupner Electro Kadett aptly flown by West Kestler. It is an ARF sold by Hobby Lobby International, has a 63 1/4 inch wing span and weighs in at about 57 ounces with the recommended 3 cell li-po. West was flying it with a 4 cell li-po and it flew very well and would fly very slow even with that little extra cell weight. The framework and covering looked very neat. If you look close, you can even see the pilot West put in the cockpit. Hobby Lobby advertises it as a good second airplane and good as a trainer. Above right we have a toy, a big toy! It belongs to Jim Haney and shows what happens when you spend the winter in south Texas with time on you hands. It is a 1930 Ford Model A with a V-8 engine and other modern touches. Jim is also on the look out for a trailer to cart his airplanes around in. Probably will put a trailer hitch on the Mode A. Should be quite a conversation starter when he shows up at our field, or any other flying field with this Model A and a trailer full of airplanes. Atta way to go, Jim!

## TRI-LAKES R/C FLYING CLUB

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

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

## 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.

5. Alcoholic beverages are not allowed at the flying field nor may they be consumed prior to participation in any model operation.
6. All radio equipment should be ground range checked before the first flight of a new or repaired model.
7. Vehicle parking is restricted to the area adjacent to or behind the shelters.
8. All pilots must have the proper frequency pin, from the frequency board, in their possession before turning on their transmitter. They should also have a pin with their name and or AMA number on it and clip it to the frequency board, where the frequency pin was. The frequency pin is to be returned to the board when the pilot is through flying. You must surrender the frequency pin at the end of your flight if other pilots are waiting to use that channel. Pilots using *spread spectrum* type technologies are *not* required to have a frequency pin.

See you at the field,  
 Gene Fuson  
 Safety Officer