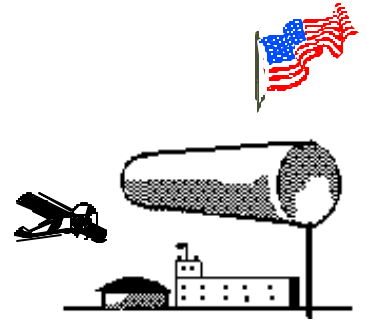


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB
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VOLUME 11 ISSUE 6

JUNE 2004

JUNE MEETING

JUNE 8, 7:00 PM

Meet at Rocky Top Field. In case of bad weather we will meet at the Branson Community Center.

Program

Bring your new projects for Show and Tell.

THE PRESIDENT'S CORNER

The first order of business is to thank Cathy and Annette for the fine job they did organizing the fine potluck lunch. Thanks girls.

I received a call the other day asking about nonmembers flying at our field. I think you all know that we cannot let non-AMA members fly at our field without putting our charter in jeopardy. The question was more on the order of how do we control this. Is it a function of the field martial, the officers, or who?

TRI-LAKES R/C FLYING CLUB

PRESIDENT

HOWARD SHIRE 779-5069

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ERV ROHDE 538-2439

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JOE MAJOR 337-5808
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JOHN WOODS 338-8419

It is **everyone's** responsibility to make sure that non-AMA fliers do not fly at the field unless they are flying with an Intro Pilot. If you have a friend who wants to fly with you, it is your responsibility to make sure they have an AMA card. If you are flying and someone you don't know comes out and wants to fly, any member can and should ask to see their AMA card. Our rules state that an officer or instructor should make sure they are qualified before they are allowed to fly, but what should you do if none are available.

You can let them fly as your guest if you like, but question their ability before they fly. If it looks like they are having problems you have the right not to let them fly. If they are new to the area invite them to attend a meeting. Our rules also state that guests, with AMA membership, can only fly at the field for two weeks without joining the club.

Hope the wind stops soon.

Howard

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

May 11, 2004

President Howard Shire opened the meeting at 7:00 P.M. at the Rocky Top field. All officers except Gary Metzger were present. There were 12 members present and guest Cherie Silva. The minutes from the April meeting were approved as published in the May newsletter. Erv Rohde reported that the treasury balance as of May 1st was \$1,797.40. The 50/50 raffle was won by Bud Austin who received ½ of \$13.00.

Committee Reports:
No committee reports.

Announcements and Old Business:
Annette McEvoy reported that only 6 members & their wives had responded so far for the May 22nd pot luck. A couple of members stated that they will also be attending and Annette will ask Mike Anderson to send out an email notice asking that she be contacted in order to get an accurate count to ensure that there will be enough food for everyone.

Don Johnson read the following results for the April fun fly: 1st overall-Bud Austin 175 pts; 2nd Mike Anderson 165 pts; 3rd Wade Stein 160 pts; 4th Joe Major 135 pts; 5th Dale Strahan 75 pts; 6th John Woods 65 pts; the rest tied at 45 pts. The April fun fly certificates will be available next month.

Howard read notices about upcoming events in June being sponsored by Sig and the giant warbirds event in Louisiana. There was also a notice from AMA asking about volunteers for a Frequency Coordinator and a District Safety Officer.

New Business:
Roscoe Fudge said that the June Fun Fly will have the Limbo contest if it's not too windy, will probably drop the bowling contest and

the rest to be determined later but more than likely along the same lines as the April event.

There was a discussion regarding having Sid Beckham bring over his brush hog to do the area again. A motion was made and passed to pay Sid \$100.00 for clearing the areas.

Program:
Jim Halbert has a RCM Trainer for sale with an OS 52 4 stroke & 4 servos for \$250.00. Call 779-3517 or contact Don Johnson.

Geoff Gunter is selling his Lance Air (plane only) that has only been flown once for \$200.00. 80" wing span- will take a 60 size up engine (had a Saito 100 in it when he flew it). You can see it at TPA or call him at 239-4598 or 1-800-451-6760.

Roscoe Fudge still has a Lazy Bee Special (in the box) for sale. It will take 10-15 glo or 22 brushless. \$55.00 or best offer.

Meeting adjourned at 7:20 p.m.

TRI-LAKES FINANCIAL STATEMENT

		MAY	Y T D
BALANCE	5/1/2004	\$ 1,797.40	\$ 1,645.95
INCOME-DUES	-----	\$ -	\$ 945.90
INCOME-SHIRTS&CAPS	-----	\$ -	\$ 72.50
INCOME-FOOD	-----	\$ -	\$ -
INCOME-50/50	-----	\$ 6.50	\$ 36.50
INCOME-MISC	-----	\$ -	\$ 4.00
EXPENSE-FIELD	-----	\$ 56.26	\$ 672.17
EXPENSE-NEWSLETTER	-----	\$ -	\$ 52.77
EXPENSE-SHIRTS&CAPS	-----	\$ -	\$ -
EXPENSE-FOOD	-----	\$ 15.29	\$ 57.56
EXPENSE-AMA	-----	\$ -	\$ 130.00
EXPENSE-Web	-----	\$ -	\$ -
EXPENSE-meeting room	-----	\$ -	\$ 60.00
EXPENSE-MISC	-----	\$ -	\$ -
BALANCE	6/1/2004	\$ 1,732.35	\$ 1,732.35



If you would like Jim Halbert's RCM trainer call him at 779-3517 or contact Don Johnson. Just add a receiver and it's ready to go for only \$250!

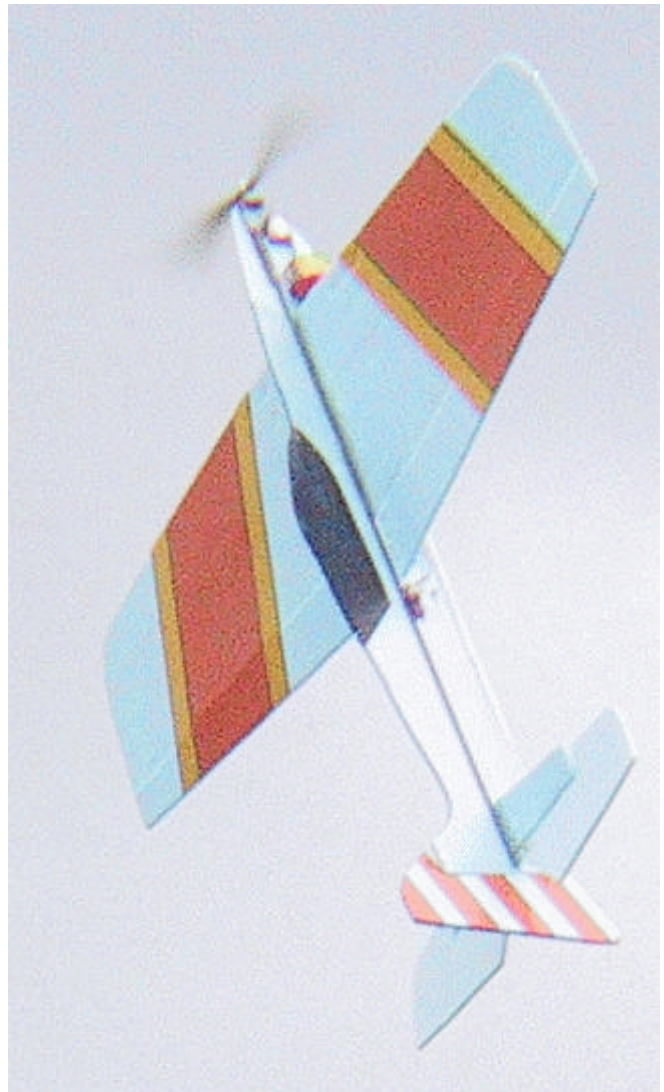
THE EDITOR'S NOTE PAD

Had a great Pot Luck at the field on May 22nd. Cathy and Annette did a superb job organizing things. Had plenty of good food for everyone. Did have a little problem when chef Gary ran out of propane just as he was cooking the last of the dogs and burgers. Will need to get the tank filled (with the new type valve) before the next Fun Fly. Although it was fairly windy at the Pot Luck, some pilots did brave the wind with a couple coming out second best to the wind. Both tried to land too slow for the windy conditions and the planes seemed to fall out of the air and tumble on landing. Gary Metzger was lucky to only break a \$20 prop on his Cub. Ray Dixon sheared off the Edge 540's landing gear, broke loose the firewall and broke a \$40 prop. Ray had the Edge back in the air the next week. He was also showing off a new laminated carbon fiber prop for the Edge, beautifully made and only costs \$85! Big does fly better but it also **costs more!**

Our second Fun Fly of 2004 will be June 12th. Come on out and participate or spectate. Also enjoy the BBQ before the fun starts. It would seem the weather should sooner or later give us a break, maybe the 12th will bring us light or calm winds. See page 5 for more details.

Time for the annual trip to the S.M.A.L.L. (small model aircraft lovers league) Fun Fly in Little Rock on the first weekend of June. One of the most interesting things about this Fun Fly is the indoor flying on Friday night. The indoor models have seen a tremendous evolution in the last four or five years. Almost all are electric with a few CO2 models. It is amazing to see the variety of models that are now flown in a gym with a ceiling of about 20 feet. They may be fun fly or scale type models and have wingspans from about 12 inches to over 5 feet. Plan to go to this event sometime, it is worth the time and effort.

Time to land for this month.



Above is John Woods' 3DX as it kinda hovers. Ease up on the throttle a little John and it may not keep going up.

Below is Don Johnson's new Spectra powered glider. Even though it was balanced according to the plans and the throws were set per the plans it flew tail heavy and spun toward the ground with very little rudder input. Will try it again with the battery a little more forward and less rudder throw— as soon as the wind dies down!!!





Above is Ray Dixson's two place, 31% Edge 540 ARF with a 75 cc engine. It flies nicely but has had a couple of exciting landings one of which stressed it a little.

Below is a shot of an unexpected visitor to the field. A great looking Aircoupe made a couple of passes over the field before continuing on its way to the south. Designed in 1937 and probably out of production in the early 50's, this a fairly rare bird.



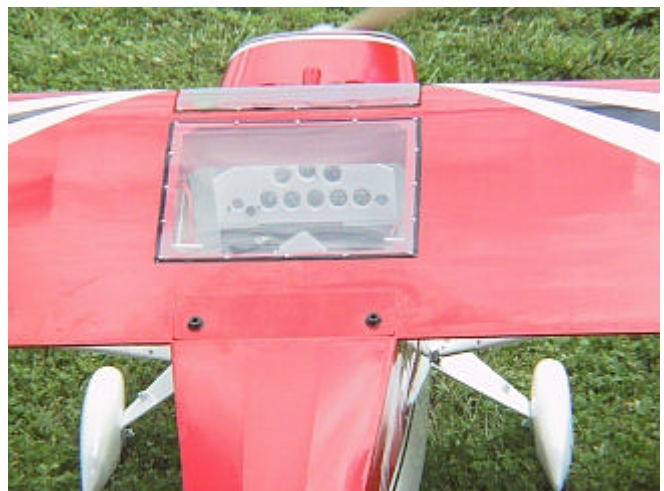
Below is a shot of the Pot Luck lunch that Cathy Metzger and Annette McEvoy arranged on May 22nd. The wind was fairly strong, as seen by the wind sock, so the flying was a little tough as a couple of pilots found out. But the lunch was great! Thanks gals.



Above is John Woods' profile Gee Bee on its landing approach. This has been a good plane for John or at least it has lasted longer than most of his previous planes. Been trying to get John to hover it right out in front of him so I can get a good picture of it. He is getting closer to doing it but is not quite there yet.



Above is Jack and Annette McEvoy's new Taylorcraft. Or at least new to them. They got the plane from Gary Metzger and it is being flown by Joe Major—maybe some kind of test flight before the final payment is made? As seen below it has good interior detailing but sure needs a pilot to kind of give it the right look.



Fun Fly

When? JUNE 12th

BBQ starts at noon—pilot's meeting at 1 PM

Where? Rocky Top Field

There will be three events.

One event will be the always popular LIMBO, provided the wind is not too strong.

Another event will be a TIME AND GLIDE, as well as a TAXI WITH BALLOON BUST.

Pilots can use any fixed wing aircraft they want in any event.

Novice pilots (meaning new or inexperienced) are encouraged to enter and can have an instructor stand by or be on a Buddy Box in case of trouble.

Words of wisdom from Club Safety Officer Roscoe Fudge

Don't fly your plane so far out that you can't see what it is doing or it loses transmitter signal.

Roscoe

Landings:
TOUCH-AND-GO OR BOUNCE-AND-GO?

“Touch-and-go” is a great way to practice landings. It’s a sure way to rapidly improve your technique. Even the best of us, however, will bring one down a little too hard once in a while, and the inevitable result will be a bounce.

The size of said bounce will be in direct proportion to how enthusiastically your airplane meets the runway. If unattended, of course, the first bounce will be followed by a second, and if the second bounce doesn’t break your propeller, you might be lucky enough to dribble to a stop before running off the runway.

This type of landing often will bring an enthusiastic response from the critics sitting on the sidelines.

There are, however, a couple of ways you could recover from a bad bounce and keep your dignity in tact. One is to maintain “full back pressure” on the stick (i.e. full up elevator) in the hope that there is enough flying speed to cushion the second bounce. If the bounce is more of a high speed “skip,” this method works well.

The second method is to immediately apply power and return to level flight. I’ve tried both methods, and a “bounce-and-go” with quick application of power will usually result in a more positive recovery from a bad bounce. If performed with finesse, you might even make it look like you did it on purpose.

The best landing procedure is to hold the aircraft off the deck a foot high with idle power and try “not to land.” The airplane will slow and “sink in” in spite of you, giving you a smooth transition from air to ground.

from The Cam Journal
Central Arizona Modelers Inc.
Marvin Hinton, editor
Sedona AZ

From the National Newsletter May 2004

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