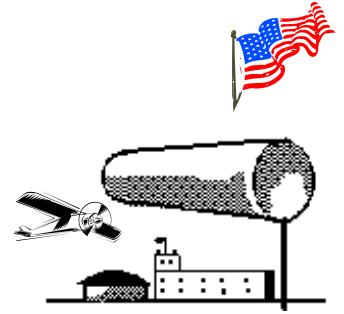


# THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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## CAN CARPORTS FLY?



J. Woods photo

It seems that our carport shelter could. (Note the past tense) On a stormy, very windy day our aerodynamic carport took off over the small shelter next to it, flew about 200 feet south down the runway, hit the ground, bounced back up and flew another 100 feet, coming to rest against the trees at the south end of the runway. Pretty impressive, even longer than some of our flights. You can see President, John Woods, enjoying the sunlight instead of the normal shade. All the way from highway 13 to the field and beyond there was evidence of tree and branch damage due to the high winds.

## THE PRESIDENT'S CORNER

Lots of rain but also plenty of nice days to fly. The field looks great and flat as a billiard table.

It's great to see all the members and guests enjoying their time at the field. We even have a new TLRC gate sign - nice!

We canceled last month's meeting. It was very hot, approaching 90 degrees and really not much to discuss. Most everyone was disappointed I think but we were able to move on.

Bud landed one of his 1/4 scale aircraft in the top of the trees on the south east of the field last week. This sounds like I repeated myself from the "plane in the tree incident" last month, but that mishap occurred at the North end of the field and Bud had to get help from the tree climbers to get it down safely. The south end tree landing took a little ingenuity and coaxing to get it down but he was able to get it down with minimal damage.

We had a little mishap at the field a couple weeks ago. On Monday 8/26/19 severe winds passed over our flying field and damaged our metal shade canopy. Actually it was pulled out of the ground and sailed about 200 feet crashing up against the tree line at the south end of the field. It must have been a spectacular flight and landing. Of course it's toast. I checked on-line to see if there was a tornado that night and NWS Storm Service reported winds of 80 - 85 MPH occurring at 8:30 PM Monday in Reeds Spring. The 2 1/4" square steel tubing that made up the frame was actually torn apart. Our original wood structure suffered damage also but is still there. At our next meeting we'll discuss some recommendations as to which direction we should take regarding the canopy.

This month we will have our Club meeting Tuesday, September 10th at 5:30PM. As usual if the weather is OK we will meet at the Flying Field, if not, meet at the South Port Club House. The exact location will be determined probably the day before the meeting and you will be notified via email.

Happy landings .....John

## THE EDITOR'S NOTE PAD

Have had a couple of LiPo batteries damaged beyond repair or recharging because one or more cells went below 2 volts per cell. One time the battery was connected to a balancer and was forgotten till the next day and the other one was left connected to the charger after it was fully charged and assumed it had automatically disconnected. This problem probably varies with the make and model of the balancer or charger. My Spektrum transmitter has a two cell LiPo battery and will totally disconnect the battery when it is fully charged even if the charger is left plugged in. The balancer that I have will continue to discharge the higher voltage cell, back and forth until the cells get down to nothing. My Hobbyking charger also seems to have some sort of connection even after it indicates the battery is fully charged or after the charger is turned off. So do what we are supposed to do, monitor the LiPo battery until it indicates Full and disconnect it and monitor the balancing (discharging) until it gets to the desired voltage and then disconnect it. Or just plan on buying some new batteries.

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

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## NEW MEMBER

The Club gained a new member during August. He is Jose "Fernando" Valiente. Fernando has flown R/C in the past and with Instructor, John Woods, he is trying to get back in the swing of things.

Welcome to the Club Fernando, we are very pleased that you have joined us

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TRI-LAKES FINANCIAL STATEMENT 2019			
		AUG	Y T D
BALANCE	8/1/2019	\$ 1,515.84	\$ 2,015.19
INCOME-DUES -----		\$ 80.00	\$ 575.00
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ -	\$ -
INCOME-50/50 -----		\$ -	\$ 17.50
INCOME-MISC -----		\$ 0.12	\$ 25.60
EXPENSE-FIELD -----		\$ 39.80	\$ 837.13
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ -	\$ -
EXPENSE-AMA -----		\$ -	\$ 120.00
EXPENSE-Web -----		\$ 18.17	\$ 138.17
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC -----		\$ -	\$ -
BALANCE	9/1/2019	\$ 1,537.99	\$ 1,537.99



## MEETING MINUTES

### TRI-LAKES RC FLYING CLUB

**The August Club meeting was cancelled due to extreme hot weather.**

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Fritz and I were at the field and the field suffered some wind damage. The carport is completely gone. We found it off the south end up against the base of the trees completely destroyed. The old shade was damaged a little probably by the carport when it left the scene. The spool with the

plywood on it flew over and hit one of the pvc safety guards and broke it all up. All but two of the airplane stands were blown over but only one was damaged. Fritz thinks we can get the carport out and sell the metal over at Reeds Spring. I guess we'll have to schedule a work day to repair our old shade.



J. Woods photo

Bud Austin



Another casualty of the wind was the tarp on Jim Halbert's flight stand. The stand did well but the tarp, that obviously was secured well, was ripped to shreds by the wind.





Gene Fuson photo

This great looking Lysander is another of Gene Fuson's fleet of scale ARF's. After he gets an ARF together he adds many improvements and scale details which result in exceptional looking aircraft. This plane should look very impressive in the air. Details below.

This airplane was used to drop SOE agents in, and out of, German occupied France during WWII. They flew mainly out of Tempsford England.

I picked E.H. "Mouse" Fielden as my pilot.

This Phoenix model came from Tower Hobbies, and I have had it a year.

I did several modifications to it during the build.

This model is 74.8" wingspan, length of 46.5" and weighs approximately 7.7 lbs.

I used a Rimfire.60 electric motor, a Castle Creations Talon 90 ESC, a Master Airscrew 13X6 3 blade propeller,

a Spektrum 6 channel receiver, and Hitec HS-485 HB servo's.

Battery power is 6S LIPO.



Another one of Gene Fuson's great looking planes is the is a Sig T-Clips 70. Believe this is the second time that it has appeared at the field. Flew great!





Above is one of the planes Jim Halbert started and completed by your editor. Most of us are familiar with the Polaris XL. The Aqua Cat is very similar with a smaller 36 inch wingspan. As set up it has a Suppo 2212-10 motor, 3cell 1300 mAH battery and weighs 19 ounces. With this small battery it will only fly about 3 minutes at full throttle. It is supposed to have a wide speed range up to the 63 mph prop speed. Test Pilot, John Woods, took it up on its' maiden flight and after several adjustments it flew quite well. After a few more adjustments and another test flight, it should be tame enough to handle.



A few more of the things Jim Halbert made or had that were donated to the Club are shown to the left. They are in the shed and if you see something you could use, it is first come first serve. Some of the items are:

Balsa sheets and strips

A transmitter case

A Futaba transmitter

A battery charger

A 12 volt power supply

A plane fuselage with motor

Several landing gears and wheels

An amp—volt meter

Framework of a large bi-plane with motor. Wing span about 5 feet.



**TRI-LAKES R/C FLYING CLUB**

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**CO-FIELD MARSHAL  
BUD AUSTIN 320-1263  
FRITZ CORBIN 272-1106**

**INSTRUCTORS  
BUD AUSTIN 320-1263  
JOHN WOODS 338-8419**

**SAFETY FIRST**

We have a few new members on the field these days. So I would like to pass along some important safety thoughts regarding ARF and RTF airplanes.

Before you fly one of these planes make sure that you check all screws, nuts, and bolts for tightness. Don't assume that someone in the factory really did tighten all the parts. Likewise, tug on the ailerons, elevator and rudder to check that the hinges are going to hold up. Take a look at all of the glue joints that you can access, possibly re-gluing some of the ones you can reach. Also check the center of gravity and balance the airplane from side to side. Do a range check before you fly the first time. You could probably have one of the "Old Timers" do a pre-flight check with you prior to flying. We have plenty of them to help you.

See you at the field,  
Gene Fuson  
Safety Officer

**THE NEXT CLUB MEETING WILL BE  
THE SEPTEMBER, 10, 5:30PM, AT THE  
CLUB FLYING FIELD. IN CASE OF SE-  
VERE WEATHER MEET AT THE  
SOUTH PORT CONDO CLUBHOUSE.**