

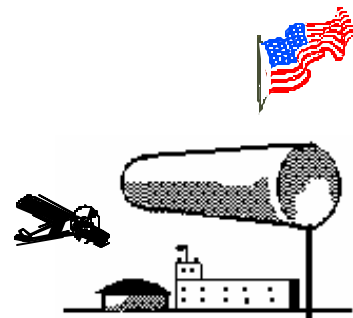
THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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



VOLUME 9 ISSUE 2

FEBRUARY 2002

MEETING DATE CHANGE

The FEBRUARY MEETING date has been changed to February 19th instead of February 12th.

Meet at the BRANSON COMMUNITY CENTER at 7:00PM.

Program

Bring your new planes and projects in progress for show and tell.

TRI-LAKES R/C FLYING CLUB

PRESIDENT

HOWARD SHIRE 779-5069

VICE-PRESIDENT

RAY DIXSON 870 426-4310

SECRETARY & EDITOR

DON JOHNSON 779-5340

TREASURER

ERV ROHDE 538-2439

SAFETY OFFICER

DAVID RICE 335-8709

FIELD MARSHALL

BRIAN JONES 334-8833

INSTRUCTORS

MIKE ANDERSON 272-3155

RAY DIXSON 870 426-4310

ROSCOE FUDGE 336-5841

DON LIVERMORE 823-8899

ERV ROHDE 538-2439

CHRIS RUST 546-6681

JIM STUART 546-6255

JOHN WOODS 338-8419

THE PRESIDENT'S CORNER

Things seem to be moving along pretty well! We have a full complement of officers and helpers. Brian Jones has accepted the position as Field Marshall, David Rice is our new Safety Officer, and Walt Hadley and Larry Gliser have taken on the responsibility of the Fun Flies. Many thanks to these members for filling these positions.

As most of you know your 2002 dues are payable on the first of the year. What you may not know is that if you haven't paid by March the Club Secretary is required to remove you from membership and report it to the AMA. Then when you do pay your dues he has to fill out the paper work to have you listed as a member of our Club. Lets save Don some work. If you plan to be a member of the Club for the 2002 year, please get your money to Erv Rohde at or before the next meeting.

The weather has been half way cooperative this year and it is good to see so many people using the flying field.

See you at the meeting.

Howard

TRI-LAKES R/C FLYING CLUB

MEETING MINUTES

JANUARY 8, 2002

President Howard Shire opened the meeting at 7:02 p.m. at the Branson Community Center. All officers were present and there were 23 members present. The minutes from the December meeting were approved as written in the January Newsletter.

Treasurer Erv Rohde reported a balance of \$1,989.43. The 50/50 raffle was won by Don Johnson and he received ½ of \$22.00. There were no guests at the meeting.

Committee Reports: None

Announcements and Old Business:

Don Johnson passed out the 2001 New Year's Fun Fly certificates to Mike Anderson, Ray Dixson, Roscoe Fudge, Jim Halbert, Don Johnson, Reeder Jones, Joe Major, David Rice, Erv Rohde, Bill Rose, Howard Shire, Ray Wommack and John Woods. Members not at the meeting who had earned a certificate are Herman Hanebrink, Don Livermore, Bob Miller and Jim Stuart. These certificates can be picked up from Don Johnson. In all, 18 members participated in a New Year's Day Fun Fly.

President Howard Shire requested that 2002 Club dues be paid as soon as possible to avoid the Secretary from notifying AMA that some members had been dropped from the Club roster and then having to notify AMA again that these members were added back on the roster.

There was some discussion about the tall weeds around the runway. Ken Adams said he could bring out his heavy-duty weed trimmer to trim them. Curt Krause said he would bring out his tractor and bush hog if he could borrow a trailer. John Woods said he would check with Jim Stuart and see if Curt could borrow Jim's trailer.

John Woods commented on the TIP from the National Newsletter in the January Windsock about using a box fan and heater filter to filter out dust in the work area. He said he had used this method in his shop for years and that it works great.

New Business:

President Howard Shire asked for volunteers for Safety Officer, Field Marshall and Events Chairman. David Rice Volunteered to be the Safety Officer and Brian Jones volunteered to be the Field Marshall. There were no volunteers for Events Chairman. Howard thanked Erv Rohde for a job well done as Safety Officer for the last two years.

Howard asked if we should continue with the Intro Pilot Program. The consensus of the Club was that we should continue with Mike Anderson, Ray Dixson and John Woods continuing as the Intro Pilots. Note: an Intro Pilot may allow a non AMA member, on a Buddy Box, to fly a plane at the Club field. This is the only way a non AMA member is allowed to fly at the field.

Mike Anderson has put together a program where the last three years of Club Newsletters are on a CD. He demonstrated this on his laptop and asked if any members would be interested in buying a copy of the CD for \$5, which would be donated to the Club treasury. Eight members purchased a CD. If anyone else is interested, contact Mike for a copy.

President Shire said we would need a field work day, probably in April and that we needed another windsock or two. He said he would contact Del D'Alessandro about the windsocks.

Programs:

Show & Tell. Ray Dixson had an English RCV 60 4-stroke engine with piston going front to back instead of up and down. Jim Halbert brought some foam wings he had been experimenting with, one covered with Kraft paper and vacuum bagged. Reeder Jones brought a Lite Machine Corp Model 110 helicopter with a .06 engine that he bought at an auction. He's kinda looking for some flying help. David Rice had an ARF Kyosho Corsair that he plans to put a .56 motor in and a GWS electric Cub with 6 cells. Joe Major had a Top Flight Corsair as yet uncovered. It will have a Saito 100, flaps and retracts. Erv Rohde had a bare bones Pro Twister (Ugly Slab) wing to show the great laser cut ribs and how he holds down the receiver with rubber bands. Bill Rose had a Check Mate with O.S. .61 long stroke that he wanted to sell. \$200 without radio.

THE EDITORS NOTE PAD

We are well into a new year and things are off to a good start. At last count we have 39 members who have satisfied their 2002 Club dues obligations. We have some new faces in the appointed officer ranks. Brian Jones is our new Field Marshall and I'm sure everyone will help out with the field chores just like they did for Howard. David Rice is the new Safety Officer. Just remember David is to guide our safety program, not to be a safety policeman at the field. **Safety is everyone's job!** Walt Hadley and Larry Gliser are going to direct our Fun Fly events so there will probably be a new look to some of the events. Tentatively the Fun Fly Schedule is April 13th, June 16th, August 17th and October 12th. Last year we moved our August event because it coincided with Springfield's Float Fly. The same thing could possibly happen this year.

There is a lot of talk about having more BBQs this year, which will be great. Howard Shire put up a tarp at the corner of the shed for a windbreak for the grill. The grill will be chained to the shed so it doesn't walk off. Herman Hanebrink donated the lock the editor came up with the chain.

Check out the item on the Club weather station on the next page. It is time we bring this subject to a conclusion—one way or another.

Also on the next page check out John Woods' article on the Kansas City Swap Meet that was held a few weeks ago. Seems they had a good shopping trip. After reading John's article, you may decide to attend this annual event next year.

Just got an email from Don Livermore and he is getting into electrics in a big (say expensive) way. He has three park flyers and a small electric helicopter. But that's not enough. Now he is getting an electric helicopter that is equivalent to about .50 size gas. Each blade is about 21+ inches (probably about 46 inches in diameter and uses 24

2002 DUES ARE PAST DUE

If you haven't paid your 2002 dues yet you can pay them at the February 19th 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.

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, Don Johnson, Brian Jones, Reeder Jones, Ed Kreiner, Don Livermore, Annette McEvoy, Jack McEvoy, Tom McKenzie, Gary Metzger, Bob 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 and John Woods.

3000 NIMH. If you have to ask how much this craft costs, you can't afford it. Maybe Don will come down from Springfield and give us a demo when he gets it put together.

Time to land for this month.

FIELD WEATHER STATION

This subject has been cussed and discussed at several meetings and it is obvious that the Club will not allocate funds to put up a weather station at Rocky Top Field. The Club did indicate it had no objection if several members got together and put up a weather station, if it did not cost the Club anything.

Present information is that it would cost about \$350 to \$400 for the weather station equipment and another \$100 a year for a phone line. So let's say the first year cost would be \$500 and then \$100 for each year there after.

In the past we have had straw votes showing that a dozen or more members would be willing to contribute toward a weather station that would allow current wind conditions to be shown on our web site. Now it is time to bring this subject to a conclusion. If a dozen members wanted to put in the weather station, it would cost them about \$42 each. If fifteen members contributed, it would be about \$33 each.

If you are willing to contribute toward a weather station notify Don Johnson. He will keep a list of those members that will contribute toward the weather station. If this list grows to twelve or more members, the weather station should be a viable project that we can move ahead on. Give Don a call or advise him of your willingness to contribute at the February meeting.

A SAFETY TIP FROM A BEGINNER FOR BEGINNERS

If you don't know what you are doing, make sure someone is there that does.

David Rice—Safety officer

KANSAS CITY R/C SWAP MEET

by John Woods

Ray Dixon and I left Saturday morning about 5:30 for the Swap Meet in KC. We go every year just to look around and possibly pick another plane up for our air force of planes that keep diminishing. We both suffer from the ground effect syndrome. I have a few to repair but it's much easier to find something all ready to fly. The event is held at the Ararat Auditorium and was very well attended both with sellers and buyers. There are quite of a variety of planes, both fuel and, this year, many more electric craft were there.

I roamed through the place pretty quickly looking for something for my .91 Four Stroke but didn't see anything. What I did come across was a nice Seamaster that I've been wanting so I can fly off Table Rock Lake. It has a Thunder Tiger .46 and had been flown only a few times. Complete with servos and a Hitec receiver. I'll bring it to our next Club meeting.

Ray went ballistic..... I tried to stop him but every time I saw him he had another plane. I reminded him we didn't drive a bus up here but he assured me we could get them all in. He even ran out of money so was looking for anybody he might have known in his life time for a loan. He found Don Livermore -- you remember him, the rich guy who lives in Springfield now. I taught him how to fly.... but, that's not important. Ray had bought an electric P38, a .60 size Bingo and now just had to have this 1/4 scale Cessna, but had spent all his money. He begged Don to loan him \$400 and bought the plane. It may not have happened exactly like this but close enough. We had planes all over the parking lot and it only took just a few "rearrangements" to get them in his SUV. The planes made it back safely.

The Swap Meet is a lot of fun and I encourage anyone who has not attended to make it next year. Oh.. Ray has entered R/C Anonymous and should be released soon.

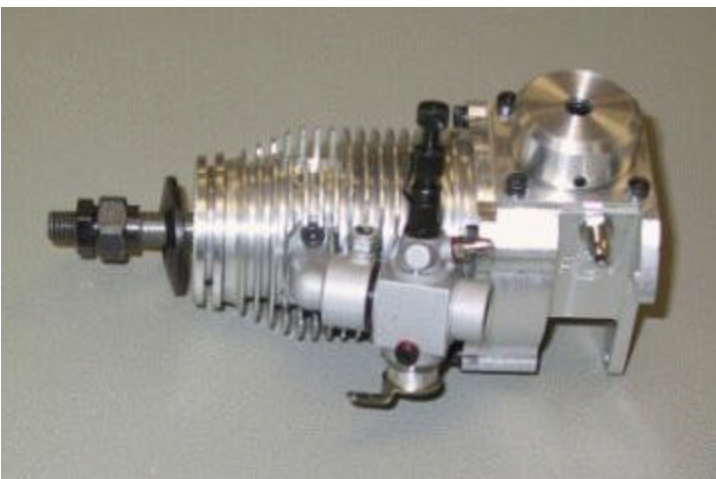
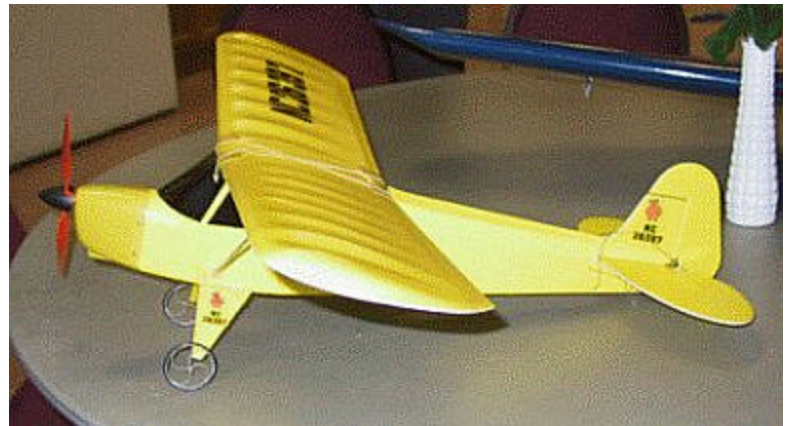
JOHN

It seems like only yesterday that Joe Major showed up at the field with a little park flyer electric and now he is into big Iron. At right is his balsa covered TopFlight Corsair. When completed it will have a Saito 100 up front, flaps and retracts. This should be a crowd pleaser when it gets to the field for its first flight. Don't forget to put a pilot in the cockpit Joe.



At left is another Corsair. This one is David Rice's Kyosho Corsair ARF. The plane will sport a .56 engine. David plans to take his time finishing the Corsair and it should look great when he gets all the detailing done. Hope that includes a neat looking pilot wearing a Mae West.

At right is another of David Rice's planes. This one is a GWS electric Cub, which he is flying on six cells. He has had a little trouble getting the balance just right, but says it has plenty of power for good flights,



O.K. What is it? Yes, there is a piston in there someplace. Instead of going up and down it kind of goes back and forth and around and around. I think. Anyway this is an English RCV .60 four stroke engine that has a two to one gear reduction built in. Ray Dixson didn't just buy one, he bought two of these jewels for a twin he is building. With the gear reduction the RPM is slow but it needs a big, high pitch prop. Ray is having problems finding a prop with a small enough diameter for ground clearance, even when going to a three or four blade prop.

T R I - L A K E S F I N A N C I A L S T A T E M E N T

		J A N	Y T D
B A L A N C E	0 1 / 0 1 / 2 0 0 2	\$ 1,989.43	\$ 1,989.43
INCOME-DUES -----		\$ 581.68	\$ 581.68
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ 23.50	\$ 23.50
INCOME-50/50 -----		\$ 11.00	\$ 11.00
INCOME-MISC -----		\$ -	\$ -
EXPENSE-FIELD -----		\$ -	\$ -
EXPENSE-NEW SLETTER		\$ 49.99	\$ 49.99
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ 29.33	\$ 29.33
EXPENSE-AMA -----		\$ 15.00	\$ 15.00
EXPENSE-MISC -----		\$ -	\$ -
B A L A N C E	0 2 / 0 1 / 2 0 0 2	\$ 2,511.29	\$ 2,511.29



Don't you just hate it when you see a neat plane with a big clear canopy and no pilot in it! Just doesn't look right when it makes a fast pass down the runway with a big void where the pilot should be. Well here's a simple solution to the problem and a way to add some interest to your model. And it's light.

Mike Anderson had an Accord ARF that he asked me to put together for him. It is a little 280 electric pattern plane with a big empty canopy. Have someone take a picture of you with a digital camera. Try to look like a pilot per the picture on the left. Then use photo software, like Picture It, to make it a size that will fit in the cockpit. If you can get rid of the background with software, do it. Otherwise just go ahead and make a re-

verse image and print them both out on heavy photo paper. Now carefully cut the background away from both sides and glue one side to the other. A glue stick works great. Cut a slit in the balsa cockpit bottom and slip the picture into it and glue it in with a little thin CA. Now glue on the canopy. True, it is only a two dimension pilot but when the plane flies past it looks like the real thing. Mike was a little surprised to find that even though he held the transmitter, I was going to be the pilot. Give it a try, it's easy.

TRI-LAKES R/C FLYING CLUB

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