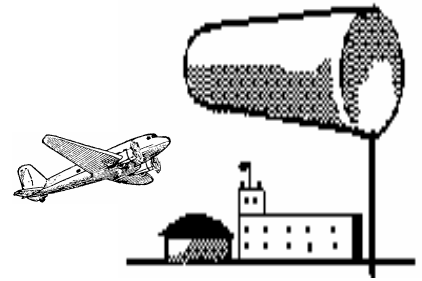


THE WINDSOCK



VOLUME 7 ISSUE 4

APRIL 2000

APRIL MEETING

APRIL 11, 7:00 PM
Branson Community Center.

Program

Ray Dixson will give a program on FLAPS. Also bring your current projects for SHOW & TELL.

THE PRESIDENT'S CORNER

We had a nice day flying last Saturday until the rain started. I flew my Raven 40 and it seems to be handling a lot better since changing the engine thrust to 1/2 degree positive. It is a handful but am enjoying experimenting with it. The highlight of the day was to see Ray fly his B25. It has twin Satio .56's and they sound fantastic. His takeoff was the most exciting thing that I've seen for a long long time. He started his taxi at full throttle head'n south then east then west and it hasn't left the ground yet -- the plane was cook'n and everybody was shout'n left, right, up, up..... so he apparently heard up and up she went with a beautiful knife edge over the top of the Flight Shack. Karen had her face in her hands and Erv who was in the Shack later said he thought World War III had started. Anyway, Ray got his composure - trimmed her out and flew for about five minutes. She flew great and Ray had a perfect landing like some of mine. It was great so don't forget to pick up your tickets at the next meeting for the next flight !!!

Don't forget the R/C swapmeet at Sleeth Hobbies Sunday, April 9th. It should be great to pick up a few planes to increase your supply -- never too many planes. Not sure the time but Don will have the times in the Newsletter. Also on the 8th we will be hosting the Anderson's Girl Scout Troop for exhibition and Buddy Box training.

I'll sign off for now and see you at the field next week.

Happy Landings -- John

TRI-LAKES R/C FLYING CLUB

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EASTER SUNDAY
APRIL 23RD

TRI - LAKES R/C FLYING CLUB

MEETING MINUTES

MARCH 12, 2000

President John Woods opened the meeting at 7:06 p.m. at the Branson Community Center. All officers were present and there were 21 members present. Mark Ray, a student at Ozark High School was a guest. The minutes from the February meeting were approved as written in the March Newsletter. Treasurer Roscoe Fudge reported a balance of \$898.83 in the treasury. The 50/50 raffle was won by Bill Rose and he received 1/2 of \$22.00

Committee Reports:

Erv Rohde of the Events Committee reported that the Club Fun Fly events would be held on the Saturday immediately following the Tuesday Club meetings every other month. April 15th, June 17th, August 12th and October 14th.

Announcements and Old Business:

President John Woods reminded members that if you haven't paid your Club dues for 2000, you should do so or be dropped from the Club Roster when the Club renews its AMA certification at the end of March. He also mentioned that the combination lock is on the field shed (combination listed in March Newsletter) and that you should visit the Club Web Site (listed in last line of the Newsletter heading) if you have not already done so.

John also announced that the Club field lease had been signed and returned by the Oswalds and that the annual \$108 electric service fee had been paid for 2000. We also still have Club hats available for \$5 each.

Mike Anderson said that his wife Denise would like to bring her Girl Scout Troop to the field for a flight demonstration and some Buddy Box flying. It was decided to have this event on Saturday April 1st. It was mentioned that Ray Wommack would like to schedule a similar event for his Boy Scout Troop and that Roy Pepper would like to schedule a Demo event for his Branson Special Ed class as was done last year.

John Woods thanked Chris Rust for his extensive review of his Upoar. He also cautioned members

about the health hazards that can occur if you are not careful when using carbon fiber.

New Business:

President John Woods said the College of the Ozarks gym could probably be made available to us for indoor flying and asked how many would be interested. About 10 members indicated that they would be interested. John will look further into when the gym may be available.

Herman Hanebrink said that SFA (Sport Flyers Association) had gone out of business and that the RC club in Berryville would now be an AMA club. This is good since their members will now be able to fly at our field. It was suggested that we try to arrange a joint event with them in the future.

Don Livermore reminded the Club members that the Springfield BlackSheep will have a swap meet April 9th on the Sleeth Hobby Shop parking lot.

Program:

Dick Dale brought in the fuselage of a 1/3 scale red and white Citabria which he bought in Kansas City. The plane had never been flown but was in poor shape. He has done a lot of repair and is recovering it. He installed a 41 cc U.S. engine with smoke. This is a big one with a 10 foot wing span. **** Ray Dixson finally brought in his finished Royal kit B – 25C in olive drab and neutral gray war paint. Ray was not too impressed with this kit but it is an old kit. With two Saito .56's it is still tail heavy and will need some weight moved forward. Weather permitting it will start flight trials Saturday. **** Chris Rust had a partially built Sig Clipped Wing Cub and would sell as is for \$50. **** Curt Krause brought a completed Lanier Sea Bird, white with red and blue trim. Curt said this ARF kit cost \$119 but came with very little hardware. It is powered with a Tower .46. **** Don Johnson brought his newly completed DARE JN-4D Jenny. Depicting a Love Field trainer, it has a 42 inch wing span, weighs 13 ½ ounces and is powered by a geared Speed 280 electric motor on eight 350 mA cells. It is ready to fly on the first calm day.

The meeting was adjourned at 8:13 PM

THE EDITOR'S NOTEPAD

It looks like the Club is starting off the year in great shape from a membership standpoint. We now have 43 members, up about 10% from this time last year. Unfortunately we had to drop 13 from our membership list when we reported our active year 2000 members to the AMA but we will probably get some of these to re-up when they realize they are no longer getting the Club Newsletter! With normal growth we will probably finish out 2000 with several more members than we had in 1999. The publicity of doing some community service like donating teddy bears and giving flight demonstrations to school and civic groups should help us in membership growth.

Spent a pleasant couple of hours flying on the lake this last Sunday. Seems Curt Krause had a new seaplane he wanted to try out and ask Howard Shire if he could fly from Howard's pontoon boat. Howard said if I wanted to go along he would pick me up at my dock. The water was calm, the wind was light and few fishermen were around - in other words ideal conditions. It was Curt's first time to fly off the water and he learned a few things - like don't use wood props on a glo engine on the water (chewed that prop right up!). And if the plans call for splash guards on the front of the plane, put them on. With a little Ozark engineering and a plastic prop he was finally able to get it into the air. Once in the air the seaplane flew quite well. On the last flight he learned his final lesson of the day - when the plane breaks the water, keep it low till it builds up speed then climb out. If you try to climb to quick it will probably tip stall which it did and broke the wing bolts. In between flights I flew my electric Heinkle float plane a half dozen times. That little gray plane against a gray overcast sky was very hard to see at times. Even with a minor crash it was an enjoyable morning of flying. Several Club members have pontoon boats so if you want to fly off the lake talk to them and arrange a flying date. With the fishing season getting into full swing a weekday would be the best time.

Just got the CHARTERED CLUB CERTIFICATE for 2000 back from AMA along with CERTIFICATES OF INSURANCE for our field (Rocky Top) and Jim Stuart's field at Kissee Mills. Along with this came information on how the Club could get cash awards for media coverage (like the teddy bear Christmas donation) and/or a public demonstration. A club could be awarded up to \$500 depending on the size of the event and the media coverage. Seems like we got \$200 for something like this two or three years ago. If we did it once we should be able to do it again! More info at the meeting.

The April meeting will be at the Branson Community Center. In May we will start meeting at Rocky Top Field

and fly before the meeting. **If the meeting could be kept short we could also fly after the meeting.** We will probably keep to this "summer schedule" through September, however in case of bad weather we would meet at the Community Center.

Have some interesting planes now flying at the field and more in the building and planning stages. Ray Dixon has successfully flown his B-25C twin and has a Fw-152 (long winged Fw-109) in the works. Homer Zobel is flying his T-28 Trojan and pseudo Lear jet. Ray Wommack has a nice looking Taylorcraft and Howard Shire has a good looking Cub (got to get those engines running good guys). Jim Halbert and Don Johnson both have electric flying wings flying at the field. Jim is going to try to have an indoor electric ready for Maumelle in June and Don has a JN-4D Jenny and an Eindecker E III (both electric) waiting for a calm day and some courage. Chris Rust is building a Small Wonder with a 21" wing, which he plans to power with an electric motor. John Woods has an overpowered Raven that he is finally getting under control. Don Livermore has a little red, white and blue plane (made by someone else naturally) that looks like two wide balsa planks and it will do about anything you want in the air except look real. He was also wandering around with a landing gear for and Extra (I think), looks like it is going to be **BIG**. The Sig 4Stars seem to be quite popular. Mike Anderson, Don Livermore and Ray Wommack have 60's, Herman Hanebrink has a 120, Roy Pepper destroyed his 40, Jim Halbert is building a (glo) 40 and Don Johnson is planning a 40 electric conversion. So come on out to the field and bring your planes or just come out and watch. There should be



Ray Dixon's B-25C on roll out after returning from a hazardous attack on the field shed. Lucky for Ray and the shed that the attack was not successful. For an initial flight, and after the take off jitters, the plane (Ray) settled down nicely. Ray even managed a roll before making a straight smooth landing.



FUN FLY



COME OUT TO THE **FUN FLY** APRIL 15TH (THE SATURDAY AFTER THE APRIL MEETING) AND JOIN IN THE FUN AND MISERY AS CLUB ACES COMPETE FOR TOP GUN AWARD POINTS.

THE EVENTS COMMITTEE HAS PLANNED A BOMB OR BALL DROP EVENT AND A TIMED FLIGHT EVENT. A THIRD EVENT MAY BE RUN DEPENDING ON THE WIND CONDITIONS.

DON'T BE AFRAID - JOIN IN THE FUN, IF YOU DON'T WANT TO FLY AT LEAST COME OUT TO CHEER OR JEER THE BRAVE AVIATORS.

Unused Radio Features

We had a mysterious crash at the field recently. Afterward we couldn't reconstruct the exact cause, but here's the consensus on what probably happened. After an engine flameout, the transmitter was handed to another flier and control was immediately lost. The ship wouldn't respond to up elevator. It nosed-in in a bad place, doing much damage.

The radio seemed to work afterward, but when the elevator dual rate switch was on low rate, pulling full up stick put in left elevator in a slightly down attitude. The dual rate feature hadn't been intended to be used, but the rate toggle was probably bumped

to low when the transmitter exchange took place. If your transmitter has the dual rate feature and you're not using it (which should be "always" for most of us), then read the radio instructions and tune out all low rates, so that accidentally bumping a rate switch won't change anything.

*from SAM 26 Newsletter
Bob Angel, editor
1001 Patterson Rd.
Santa Maria CA 93455*

FUTABA T6XAs

By Chris "ACE" Rust

This review is not going to be a full review since there are already several T6XA systems in use in the club, rather just a comparison between the new and the old system which is no longer in production. When Futaba introduced the new T6XAsuper they quit production of the old T6XA, and recalled as many of them as possible. There are a few around in small hobby shops here and there, but that is all that are left of them. Once they have all been bought they are gone forever!!

One of the first things you will notice when looking at the new T6XAsuper is that it looks the same as the old one, except for the sticker on the front panel. The T6XAs has a new stick design to improve feel and comfort. They are of course adjustable in length and tension. All of the switches are basically the same except for the dual rates. The T6XAs offers dual rates on rudder, as well as aileron and elevator. All three can be programmed to function from the aileron switch, or separate as on the old system.

Another new feature of the T6XAs is exponential control throw. Its available on Aileron, Elevator, Throttle, and Rudder. This is a *VERY* nice feature in my opinion, and a **BIG** reason I purchased this radio system over the new Airtronics RD6000. It is set-up through the on screen menu, and very user friendly.

The last, but not least, improvement is in the number of model memories. The old T6XA had only three memories. The new T6XAs has six, so you will have to build more airplanes!! Otherwise, they are the same basic system. I am very happy with the quality and feel of my new system and its ease of use. It makes first time plane set-up, and test flying, much easier and faster with the trim/sub-trim and ATV on all channels. All in all, I would recommend this system to anyone wanting a new computer radio. It has a street price of around \$239.99 with four servos which is up about \$20.00-\$30.00 over the old T6XA and a small price to pay for the amount of new features.

COMBAT CORNER

BY
CHRIS "ACE" RUST

Hello everyone! Well, I haven't had a COMBAT CORNER for a while, I haven't really had anything to put into it! I am going to try to keep it going and hopefully get some good info. and tips to pass along to everyone. I just got off the phone with OMNI and ordered a Thunder Tiger .15, and a Hitech Focus 3 with standard servos. I had one last year with mini servos, but over the winter I sold it to a fellow on the inter-net in California! I have to get a Battle Floyd from Don Livermore this weekend, and construction will start on it ASAP! I will be using the standard servos, and the battery box with AAA batteries. I will be using the full wing to help with the extra weight of the standard servos. I'll keep you posted on the progress!! Hope to see you ALL in MY GUNSIGHTS this year!! Happy flying and watch your six!!
ACE



Homer Zobel's Lear jet on a pass across the field,



A formation of 4-Star-60's. Right Ray Wommack's, center Don Livermore's, and back Mike Anderson's.

COMING EVENTS

Apr 9 - SWAP MEET - Sleeth Hobby Shop parking lot, Springfield, MO. Host Club Springfield BlackSheep

Apr 16 - Spring Combat, Buder Park, St. Louis MO. See Model Aviation Contest Calendar for info.

Apr 15 - Fun Fly - TRI-LAKES R/C FLYING CLUB, Rocky Top Field, Branson, MO.

May 13 & 14 - FLYING CIRCUS. BlackSheep Field, Springfield, MO.

May 20 - MODEL AIRCRAFT FLY IN & AIR SHOW Sponsor SE MO Modelers Assoc. Cape Girardeau, MO See Don Johnson for flyer info.

Jun 2, 3 & 4 - S.M.A.L.L. - Maumelle, AR. No engines over .26. Includes R/C, control line, free flight, indoor flying in the evening and a swap meet.

Jun 17 - Fun Fly - TRI-LAKES R/C FLYING CLUB, Rocky Top Field, Branson, MO.

Jun 24 - 25 - IMAC Challenge 2000. BlackSheep Field, Springfield, MO.

Aug 6 - Float Fly Practice, Springfield Lake Sponsor BlackSheep, Springfield, MO.

Aug 12 - Fun Fly - TRI-LAKES R/C FLYING CLUB, Rocky Top Field, Branson, MO.

Aug 19 & 20 - 11th Annual FLOAT FLY, Springfield Lake Sponsor BlackSheep, Springfield, MO.

FROM SAFETY OFFICER ERV

Flying season is here. When you put your plane and transmitter in your vehicle, make sure your switches are in the off position. Then you don't have to worry about shooting anybody down when you arrive at the field.

FOR SALE

Great Panes SPACE WALKER 1/4 scale ARF. Originally \$270 will sell for \$150 without motor, radio or servos. Set up for an O.S. .91. Call Mike Anderson 272-3939.

Lew Hurst is cleaning out his workshop and has 8 or 10 aircraft for sale, mostly in the .40 to .60 size range. Some have motors and some have radios included. Give him a call on what's available at 334-2532.

TRI-LAKES R/C FLYING CLUB

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