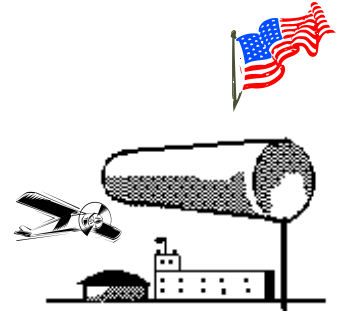


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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BIG AND ELECTRIC



Above is West Kistler and his big Spitfire which he recently bought already built at Sleeth Hobby Shop. West didn't have very much info on the plane, but it had balsa construction with a fiber glass skin, wingspan looks about 78 inches and was powered with a 5 cell Li-Po battery. West was a little nervous on its' first flight but it lifted right off the grass and seemed to fly very well. Looked like it would do any maneuver the real plane would do. He brought it to the field thinking he might find someone that would want to buy it. He may have changed his mind after it flew so well, but if you are interested you may want to talk to him about buying it.

THE PRESIDENT'S CORNER

It sure has been nice to get out to enjoy a few flying days this month. Spring is here!

April 10th Don, Gene and I will be giving an R/C Class to the new Cadets at the Civil Air Patrol. We are going to take a bunch of airplanes and do kind of a Show & Tell. Also, will demonstrate how the Buddy Box works and do a brief Power Point presentation on my laptop. The Cadets also may try out the Flight Simulator which is always a big hit. We'll invite them out to see our Fun Fly the following Saturday.

My E-Flite Cap 232 is flying really good now since I got the balance worked out. It is a very quick flying airplane. It has the same color see through covering top and bottom therefore very hard to keep the plane's orientation correct as I'm flying it. More practice needed

Took some outdoor video with the Heli-Max V-Cam the day after the snow fell. Really a beautiful morning. Went up about 30 feet and flew around videoing for about 3 minutes or so. The video came out very nice except for my general twitching. One must fly very smoothly when taking pictures. I wanted to edit the video and email it to you all but can not find out how to do that. Windows Movie Maker won't work and I can't determine exactly what Microsoft is saying to do – very vague. Help! Dave bought a quadcopter similar to mine and has been having fun flying indoors. A motor stopped working so he is waiting for a replacement to get back in the air.

I've been enjoying working on my MX2. Mounted the EME engine on a test stand and over a couple of days, broke it in. Runs great. I machined 4 new aluminum engine standoffs and made a bell crank style choke device that works pretty well. Ordered some parts that should arrive in a few days. It's amazing what little a couple hundred dollars will buy - Prop, Spinner, Equalizer, Battery Share device and some miscellaneous stuff. Wow 1/3 scale = 3x the cost. Anyway, I think it's going to be a great plane and like they say, "Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money"

Don's "Get to know your Electrics" Class was a big hit. About 8-9 attended. Dave brought a

bunch of sweet rolls and Don made some coffee. Don brought several planes and gave a great presentation. He demonstrated his Watt meter and Fish Scale Motor Thrust gauge to all. Thanks Don, great class.

April's meeting will be at the Field, weather permitting. Fly around 3:00 in the afternoon then stay for the meeting at 6:00PM.

First Fun Fly is Saturday, April 12th and starts at 11:00 AM. Hot Dog lunch follows.

Happy Landings - John

THE EDITOR'S NOTE PAD

Weather still seems to be putting a damper on our flying. Hope it changes for the better for our first Fun Fly of the year on April 12th. Also don't forget the meeting on April 8th, it will be at the field, at 6 PM. Hopefully we will be able to fly some before the meeting.

Our Club membership is still stuck at 18 current in their 2014 dues. Should get two or three more members to renew their dues. We would really like to find a few more members.

Had a guy named David Mercer show up at the field Saturday the 29th. He is from the Parkerberg, WV, Flying Wing Nuts. He had called a couple of nights before and wanted to come out and fly his helicopter while he was in Branson. Bud Austin and I were the only ones at the field. David actually did fairly well with his T-Rex 500 electric helicopter in the wind. But due to the wind we all decided to cut the flying session a little short.

Speaking of Bud, he seems like a used airplane dealer, always showing up with a different plane like the one below. Not sure what it is but it flies well.



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

MEETING MINUTES

TRI-LAKES RC FLYING CLUB MARCH 11, 2014

President John Woods opened the meeting at 6:05 PM, at the Southport Condo Clubhouse. There were 7 members present including the officers. Ellen Fuson was a guest. Treasurer Fritz Corbin reported that the Club had \$1468 in the bank as of March 1st. Ellen Fuson won the 50/50 raffle and received \$3.50 of the \$7 pot. The Minutes of the January Meeting were approved as written in the March Newsletter.

Committee Report: Fritz Corbin reported that we now had 18 current members.

Old Business: Emil Turille said he had not received notification of the May Newsletter being posted on the Club web page. Don Johnson will follow up and see that his name is added to the notification list.

John Woods reported that there was nothing new concerning the Branson Boys and Girls Club.

New Business: Fritz had Club hats and t-shirts available for sale. Hats for \$5 and shirts for \$15.

Don Johnson was asked to present a class on electric flight. He agreed and it will be held at the Southport Club house on March 21st at 10 AM. All interested members are invited to attend.

John Woods announced that the first Club Fun Fly of the year will be on April 12th. John and Fritz will arrange for the BBQ food.

John also announced that he will give a class on R/C flying to the Civil Air Patrol on April 10th. Gene Fuson and Don Johnson will assist him. He also contacted Tower Hobbies and Horizon Hobby for some pass outs for the class.

John also said that the recent winds had partially pulled out some of the anchors on the new shelter and the anchoring system should be reinforced.

Fritz said that the old shelter also needed some reinforcing from the wind and that he and Bud would add a couple of 14 foot 2 X 4's to accomplish this.

Don Johnson was voted the crash of the month trophy for destroying his Electra. The trophy was

not available at the meeting so not sure how this works.

Program: John Woods showed his new Gold Wing MX2 ARF. It is 1/3 scale stunt plane with an 88 inch wingspan. It has a 55 cc engine and weighs in at about 17 pounds. John said the plane retails for about \$1,300 but he got a steal at \$775. Going to look mighty big out on our field!

Meeting adjourned at 6:33 PM.



Above is Don Johnson, during his UNDERSTANDING ELECTRICS Class, showing those in attendance, one way to measure engine thrust by simply using a fish scale and some cord.

TRI-LAKES FINANCIAL STATEMENT 2014			
		MAR	YTD
BALANCE	2/1/2014	\$1,468.48	\$ 1,371.33
INCOME-DUES	-----	\$ 106.67	\$ 786.68
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD	-----	\$ -	\$ -
INCOME-50/50	-----	\$ 3.50	\$ 5.50
INCOME-MISC	-----	\$ -	\$ -
EXPENSE-FIELD	-----	\$ 34.08	\$ 518.94
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD	-----	\$ -	\$ -
EXPENSE-AMA	-----	\$ -	\$ 90.00
EXPENSE-Web	-----	\$ -	\$ -
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC	-----	\$ 1.19	\$ 11.19
BALANCE	3/1/2014	\$1,543.38	\$ 1,543.38

APRIL 12TH FUN FLY
FIRST EVENT WILL START AT 11:00 AM
BBQ AFTER THE Fun Fly

There will be three events.

Event 1. 3 LOOPS. Take off from square and do three acceptable loops (judges decision), land and stop plane with at least one wheel in the square in exactly 60 seconds. Time starts when plane moves and stops when plane stops. One point penalty for each second, more or less, than 60. Low score wins. No timing help allowed.

Event 2. JOHN'S TWIST & SHOUT. A timed Event, 2 minutes duration.

The Pilot does as many Touch & Go and Twist & Shout sets as possible in 2 minutes. Each Touch must be within a 50' area located at the center of the field. The Pilot must stand in flight station #2. Each T&G must be followed by a T&S while the plane is airborne, to complete the Set. The most Sets completed in 2 minutes wins. A Twist & Shout consists of two items. A Twist (Roll the Aircraft) followed by a Shout (Raise one hand and Shoutplease no profanity) then do another T&G and T&S Set until 2 minutes have elapsed or the Aircraft is inoperable.

Event 3. BUMPER POOL. Take off from square, do a loop and land in same direction as takeoff, dislodge yellow cone from mark (with plane). Take off, do a roll and land in same direction as take off, dislodge red cone from mark and stop plane with at least one wheel in square. Low time wins. Restarts allowed with time continuing to run.

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



Above left is John Woods flying his new Heli-Max V-Cam at the UNDERSTANDING ELECTRICS class. He seems to be getting a good handle on it. To the right is John's new and un-flown 1/3 scale, Gold Wing MX2 ARF. See the MEETING MINUTES on page 3 for more information on the plane.

TRI-LAKES R/C FLYING CLUB

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**TREASURER
FRITZ CORBIN 272-1106**

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FRITZ CORBIN 272-1106**

**INSTRUCTORS
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HOWARD SHIRE 779-5069
JOHN WOODS 338-8419**

**THE NEXT CLUB
MEETING WILL BE
APRIL 8TH, 6:00PM,
AT THE CLUB FLYING
FIELD. In case of se-
vere weather we will
meet at the Southport
Condominium 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.

9. No aircraft may be taxied in the pit area. All aircraft must be carried on to the flying field.

10. When flying, pilots should stand on, or near, one of the flying spots located adjacent to the safety fence.

11. Flying over the pit or spectator area is prohibited unless beyond the control of the pilot. Aerobatic maneuvers that are directly towards the pit or spectator area are prohibited.

12. When several aircraft are flying, a spotter should be used to warn the pilot of possible collision with other aircraft, other aircraft landing, or other field mishaps that may endanger the pilot.

See you at the field,
Gene Fuson
Safety Officer