

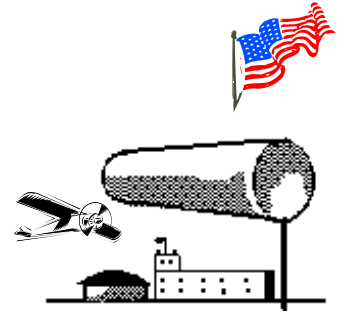
THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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FUN FLY EXCITEMENT



This is a scene from our Club's April Fun Fly. Bud Austin is in the pilots station intently watching his electric plane (pointed out by the black line) as it lines up to land in a square on the grass field. Hanging over the safety fence are Club members that are intently watching, timing or judging his every move. Since this is a Fun Fly the competition is light hearted and the tasks are relatively simple. However every one that enters wants to win and usually the better pilots do emerge at the top of the leader board. In this event Bud came in third out of six contestants. Any member that can fairly consistently take off and land his plane probably has the skills necessary for flying in a Fun Fly and are encouraged to join in the fun. Even if you don't win, you will probably increase your flying skills.

THE EDITOR'S NOTE PAD

Looks like we now have 21 Club members current in their 2012 Club dues. The names of these members are on page 3. Unfortunately we will have to report to the AMA that five 2011 members will no longer be on the Club roster for 2012. This is exactly where we were at this time last year so we can expect to gain some new members as the year goes along. Hopefully some of our members that have let their dues lapse will decide that the flying weather looks good and rejoin the Club.

The flight demo for the Civil Air Patrol has been postponed until May 12th, which is the Saturday after our May Meeting. John Woods sent out an Operations Plan for this event outlining members responsibilities. It looks like about 30 members and family of the CAP will be present so it would be good if all available Club members show up to help. We will go over more of the details at our May meeting.

In November we may be doing something similar for the OV-1 Mohawk veterans group as part of the Branson veterans events. They contacted our Club and the details are now being worked out. More on this later.

Being a little short of material this month thought I'd do an update on my Pro Twister

TRI-LAKES FINANCIAL STATEMENT 2012

		APR	YTD
BALANCE	4/1/2012	\$ 1,902.80	\$ 1,566.05
INCOME-DUES	-----	\$ 80.00	\$ 1,005.00
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD	-----	\$ -	\$ -
INCOME-50/50	-----	\$ 4.50	\$ 17.00
INCOME-MISC	-----	\$ -	\$ 5.60
EXPENSE-FIELD	-----	\$ 197.70	\$ 690.95
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD	-----	\$ -	\$ -
EXPENSE-AMA	-----	\$ -	\$ 105.00
EXPENSE-Web	-----	\$ -	\$ -
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC	-----	\$ -	\$ 8.10
BALANCE	5/1/2012	\$ 1,789.60	\$ 1,789.60

LITE as seen in the upper photo. At 65% scale of the original Pro Twister, it is the same size as the LI'L UGLY SLAB but with a couple of big differences. For one the **LITE** has flaps. I am hoping these will really slow the plane down for landing. The second thing is the **LITE** is 28% lighter than the LI'L UGLY SLAB. This was accomplished mostly by using a smaller motor and battery. The performance should be about the same but the **LITE** will have less flying time due to the small battery. The **LITE** has not flown yet due to safety concerns. When tightening the elevator servo arm, the servo chattered. Although the servo seems to operate normally, a little pressure on the arm makes it chatter—not good. So the test flight will wait until the new servo arrives and is installed. Also the battery and speed control on the **LITE** are hung on the outside, not for cooling but hopefully to induce some speed controlling drag—and it's simpler than putting them in the wing. Both the **LITE** and LI'L UGLY SLAB are show in the bottom photo.

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



MEETING MINUTES

TRI-LAKES RC FLYING CLUB

APRIL 10, 2012

President Jim Haney opened the meeting at 5:53 PM, at The Rocky Top Field. All Officers were present except Secretary, Don Johnson. There were 9 members present including the Officers. No guests were present. Dave Medley won the 50/50 split the pot. He received \$4.50 of the \$9 pot.

Committee Reports: Treasurer Roy Steinestel reported that there was \$1,902.80 in the bank as of March 1st.

The minutes of the March meeting were approved as printed in the April Newsletter.

Old Business: John Woods reported that the flight demo for the CAP had been postponed until May 5th or 12th. John reviewed the jobs that needed to be done and asked for volunteers. He said they expect about 30 people to attend from the CAP group and should arrive about 9:00 AM and asked Club volunteers to arrive about 8:00 AM.

New Business: John brought up the request from the OV-Mohawk veterans group. After some discussion it was moved, seconded and passed that our Club should host this group (in November). More information will follow.

Dave Medley mentioned that we should have a disclaimer signed by visitors to the Club field. No action was taken.

Dave Medley asked if he should contact the LUC Boys Ranch and the Cub Scouts and invite them to a flight Demo at our field. The consensus was that he should contact them and see if they would be interested.

Program: None

The meeting was adjourned at 6:45 PM.

(The minutes of the April Club meeting were taken by Howard Shire in Don Johnson's absence. Many thanks Howard!)



Looking for snakes? Not really, although that is not a bad idea when you're tramping around in the grass. Actually these Club members are picking up plane pieces—many pieces. The take off looked good then it dove into the ground before clearing the runway. Not sure what happened but many crashes like this could be prevented by a thorough pre-flight check. A good pre-flight check is a lot better than a post mortem check!

Below are the names of the 21 members that are current in their 2012 Club dues.

Bud Austin, Sid Beckham, Fritz Corbin, Gene Fuson, Jim Halbert, Jim Haney, Reeder Jones, Don Johnson, West Kistler, Craig McKenzie, Tom McKenzie, Dave Medley, Greg Moody, Randy Needham, Dick Peterson, Erv Rohde, Howard Shire, Roy Steinestel, Bill Walker, James Woodruff and John Woods.

If you feel your 2012 Club dues are current but you are not on the above list contact Roy Steinestel for needed corrections.

APRIL FUN FLY

The day was bright, brisk and a little breezy but not enough to dissuade six avid aviators from their mission. At 11 am the aviators and ground crew met for the mission meeting and then on to the first event.

The first mission was the **SIMPLE THREE HOP**. Place the plane, stopped, in the box. Time starts when plane moves. Do a roll and stop in the box (all three wheels). Do a loop and stop in the box. Do a stall turn and stop in the box. Time stops. Shortest time wins. John Woods earned First place with the lowest time of 104 seconds and Second place went to Fritz Corbin with 128 seconds. Third place went to Bud Austin with a time of 138 seconds and Don Johnson was Fourth with 238 seconds. The other two planes did not finish due to engine problems-the props got too close to the ground and stopped.

The second event was **ERV'S 6 TARGET GROUND EVENT**. From the starting line between the two starting line targets, taxi plane across the line, time starts, taxi south and knock down the two targets, taxi north and knock down one of the starting line targets and continue and knock down the two north targets. Go back and knock down the remaining start line target. Time stops. Penalties 5 seconds if a target is broken into two pieces, 10 seconds if the plane becomes airborne, 15 seconds if target is broken in more than two pieces and 20 seconds if pilot doesn't follow the rules. Low time wins. Again John Woods grabs First place finishing in 70 seconds with no penalties. Coming in Second was Bud Austin with 83 seconds, including a 5 second penalty and in Third place was Howard Shire with a time of 112 seconds with no penalties. Tied for Fourth place was Don Johnson and Erv Rohde, each with a time of 142 seconds that included a 5 second pen-

alty. And in Fifth place was Fritz Corbin with a time of 163 seconds and no penalties.

The last event was a **30 SECOND DEAD-STICK SPOT LANDING**. Take off and climb to altitude. Cut power, time starts, glide and land, stopping on the target in exactly 30 seconds. Time stops when plane stops. Receive one point for each second more or less than 30 that the plane stops and 1 point for each foot away from the target that the plane stops. Low points wins. Erv Rohde took First place by landing and stopping the plane in exactly 30 seconds and only 9 feet from the target. Bud Austin came in Second by also landing and stopping his plane in exactly 30 seconds and 37 feet away from the target. Howard Shire was in Third place with penalties of 3 seconds and 36 feet (net 39) and Fourth place went to Fritz Corbin with penalties of 8 seconds and 45 feet (net 53). Fifth place went to John Woods with penalties of 8 seconds and 70 feet (net 78) and in Sixth place was Don Johnson 15 seconds and 85 feet (net 100).

The Overall winner was John Woods and he earned 220 Top Gun 2012 points. In Second place and earning 190 points was Bud Austin and in Third place was Erv Rohde with 130 points. There was a Fourth place tie between Fritz Corbin and Howard Shire, each receiving 110 Top Gun points and in Sixth place was Don Johnson with 50 points.

Many thanks to the avid aviators that participated and the officiating crew of Gene Fuson, Greg Moody and James Woodruff. And a special thanks to Dave Medley who not only brought the food and cooked it, but also baked a nice lemon cake and brought a struddle roll as well.

The next Fun Fly is scheduled for June 16th.

TRI-LAKES R/C FLYING CLUB

PRESIDENT

JIM HANEY 231-1981

VICE-PRESIDENT

GENE FUSON 538- 9346

SECRETARY

DON JOHNSON 779-5340

TREASURER

ROY STEINESTEL 739-4692

SAFETY OFFICER

GENE FUSON 538- 9346

FIELD MARSHAL

BUD AUSTIN 561-4466

INSTRUCTORS

ERV ROHDE 538-2439

HOWARD SHIRE 779-5069

JOHN WOODS 338-8419

SAFETY FIRST

When you bring a new, or re-built/repared airplane to the field, be sure to check that the servo throws are centered, the center of gravity is where it is supposed to be, and all nuts and bolts are tight. Also, be sure to do a range check of your radio.

Not doing this is a recipe for disaster. Even having an experienced pilot test your non-adjusted airplane is probably going to create a problem. Take some time to check these items out and avoid a lot of frustration, or even worse, a crash.

See you at the field,
Gene Fuson
Safety Officer

**THE NEXT CLUB MEETING WILL BE
MAY 8TH, 6:00PM, AT THE CLUB
FLYING FIELD. IN CASE OF SEVERE
WEATHER MEET AT THE COACH-
LIGHT VILLAGE CLUBHOUSE.**