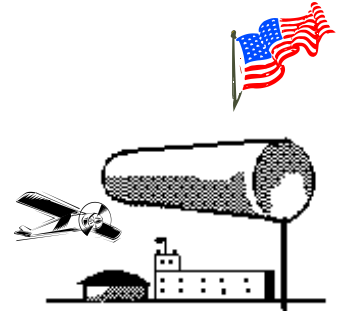


# THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB

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Above is Jim Haney's new OBSESSION 3D. Originally it was Bud Austin's plane but Jim made some sort of trade (maybe even money changed hands) so he could get into something bigger. It flies great and Jim seems to be able to handle it well. See page 4 for another picture of the plane with Jim.

## THE PRESIDENT'S CORNER

This month has flown by so quickly it is hard to believe it's September. We all were able to get a lot of flying in even with the temperatures being so unbearably hot. The new monster canopy was a life saver and provided a nice place to congregate and even work on a few planes. We all need a place in the shade to repair those planes that may need a little balancing or maybe ½ your landing gear may of fallen off or some other tragedy that may have occurred.....in the shade feels really good.

About 3 weeks ago I met with Joe White to give his grandson Dax a little time on the Buddy Box. We used Joe's foamy Wildcat which is a little small but will fly kind of slow. Dax had spent some time on Joe's flight simulator while he's been visiting so that helped a lot. We had 4 battery packs charged and he was doing so good that on the last pack I never had to take the plane back, then coached him in for a nice landing. A great day and great flying for sure. Dax, 9 years old, in the 4<sup>th</sup> grade and ready to solo.

I've been working on installing a TME Smoke Pump system on my Goldwing MX2. TME calls it the "Easy Smoke System" but is anything but easy! Smoke systems are complicated, at least for me. I finally got the thing working on the bench and am now squeezing it in the plane. The TME is a popular product because of all the fine adjustments you can do. You can adjust where you want the smoke to come on in relation to the throttle position and also, using your transmitter's End Point Adjustment, set the amount of smoke oil you want at full throttle. The TME also varies the volume of smoke oil by the throttle's position after the turn-on point.

One thing it didn't have was a way to know exactly when the pump was on while you were working on the set up, while still on the ground. I found a small L.E.D. in my junk box and wired it to the pump's terminals. To my surprise it worked. The light will be visible from outside the plane. When the plane's pump switch is on the led blinks and when the pump starts pumping smoke oil, say at 50% throttle, the led turns solid red. This will be very helpful in preventing the smoke oil from running out the muffler when I'm trying to adjust the flow rate. Hope to have it all completed by Saturday.

Our next meeting will be at the Flying Field, Tuesday, Sept. 9<sup>th</sup>. Come on out around 3:00 in the afternoon and fly then stay for the meeting at 6:00pm and fly some more.

Happy Landings ..... John

## THE EDITOR'S NOTE PAD

Next month will be hectic for your editor so the Newsletter may be a little short. Also any contributions to the Newsletter, photo or story, would be considered and appreciated.

Next month on October 18th is the final Fun Fly of the year and will determine the Club's Top Gun of 2014. New member, Don Livermore, may be a tough contender. Come on out, it should be a great Fun Fly.

We've been giving Bud Austin a bad time for losing his airplane and not letting him give up the Crash Trophy. At least it seems that way. After watching him safely land the un-flyable Citabria that he and Greg Moody put together, maybe he should be allowed to pass the trophy along to some other deserving Club member.

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

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## NEW MEMBER

Picked up another Club member in October, bringing our current membership to 23.

Don Livermore isn't really a new member but is returning to the Club after a few years absence. He and his wife Diane live in Springfield.

As can be seen in the photo below when Don shows up to fly, he sets up to stay for awhile and put in many flights.

Welcome back, Don. We are very happy to have you rejoin our Club.



## MEETING MINUTES

### TRI-LAKES RC FLYING CLUB AUGUST 12, 2014

President John Woods opened the meeting at 5:59 PM, at the Club flying field. There were 8 members present including the officers. Treasurer Fritz Corbin reported that the Club had \$1,145.04 in the bank as of August 1<sup>st</sup>. Jim Haney won the 50/50 raffle (again) and received \$5 of the \$10 pot. The Minutes of the July Meeting were approved as written in the August Newsletter.

#### Committee Reports:

None.

#### Old Business:

Jim Haney said he contacted both the Boys and Girls Club of Branson and the Civil Air Patrol but was unable to connect with anyone to make any plans for Flight Demos. He will try again later.

President, John Woods, reminded everyone that the August Fun Fly would be this Saturday.

#### New Business:

John Woods said he had responded to the FAA, at the AMA's request, concerning the FAA's attempt to put restrictions on model aviation. John read his response to the members present. (See a reprint of his response on Page 3)

Treasurer Fritz Corbin said he sent in the registration as required because of our Club's incorporation.

Jim Haney ask if the Club wanted the area around the field brush hogged a second time this year. After some discussion, it was moved and passed that brush hogging should be done a second time this year. Jim said he would see that it was done later this fall.

#### Program:

None

Meeting adjourned at 6:28PM.

Below is a copy of a letter that President, John Woods, sent to the FAA at the urging of the AMA. Obviously John is not that pleased by the FAA's interference in RC modeling. The AMA is urging its' members to communicate with the FAA in similar fashion.....ed

#### FAA Docket Number: FAA-2014-0396

My name is John Woods and I've been flying R/C Airplanes for over 35 years. I have taught R/C at Grade schools, given Adult Education classes, and given talks about R/C Aircraft and UAVs to the Civil Air Control's new Cadets and University of Science and Technology's (Rolla, Missouri) UAV Class. Our R/C Club has hosted several youth groups, Boy & Girl Scouts, Boys Ranch and several other groups. I've flown at trade shows and many other places to demonstrate and share my hobby. Some activities I was paid for and many were not. I fly a Quadcopter with a camera on it in my living room and even out doors too. I've also flown FPV and want to learn and do more in this area. I love technology and engineering.

Now, all these laws and regulations the FAA is proposing that I'm reading about just can't be true ..... or can it? Does the FAA own the sky - guess so. It looks like the FAA has taken the easiest way out of a problem by making laws to forbid it. More laws and more regulations chokes a society.

UAVs are one of the biggest technological advancements since flight began. Now another governmental agency wants to regulate it to a stand still.

I could go on and on but suspect all these comments will never be read. Just like my local government agencies who request "Comments" then do only what they want to do.

I'm going flying ..... John



Above is the big OBSESSION 3D ARF that Bud Austin put together and flew before making some sort of swap with Jim Haney. Jim looks happy he acquired the plane or maybe happy it is still in one piece. Seems one side of the landing gear fell off on his first flight. However test pilot John Woods was able to do a one wheel landing with no damage. The photo on the Front Page is Jim's second flight. Believe the Obsession has a big 28cc gasoline engine for very adequate power.



How many people does it take to prepare a model for its' maiden flight? Greg Moody (far right background) bought this 105 inch CITABRIA ARF. He and Bud Austin put it together a year or two ago but never flew it. Greg dropped out of the Club and has been trying to sell the Citabria to Bud and finally, to no one's surprise, Bud bought it. Here Erv Rohde, Fritz Corbin, Bud and Greg get it ready for the first flight. (continued below)



Every thing was going well as the Citabria taxied out for take off. From the time it left the ground it was a problem. One wing wanted to drop and if power was added it wanted to really go up. Bud wrestled it around the sky and it seemed that the plane would never make it back to the runway. The trees around the field were really calling to it! The engine had plenty of power but couldn't be used because it would make the plane climb. Finally Bud was able to ease it down at little over idle speed and got it on the runway with no damage except a broken prop. After everyone caught their breath, the question was what was wrong? Aileron Trim? Warped wing? Balance? Seemed to be nose heavy but flew like it was tail heavy. Thrust line? Sure that Bud will figure this all out and the second flight will be much, much better.

# AUGUST FUN FLY

The weather turned out to be a pleasant surprise. Except for a very short rain delay it was very nice with a little gusty wind at times. We had a couple of new faces in the flight lineup. New member Wayne Edson entered with his foamy that recently was stuck in a tree for several days and long lost member, Don Livermore, showed up to show us he still could fly.

After a short meeting it was off to the first event. The **THREE MINUTE TASK**. In 180 seconds, see how many times you can take off, do a loop, land and taxi across a line. Repeat as many times as possible alternating the direction across the line each time. The first time across the line earns 10 points, second time 20 points, third time 30 points, etc. Lose 10 points for moving the pylons or being airborne while crossing the line. Earn a 50 point bonus if at least one wheel is stopped in the square at the end of 180 seconds. First up, Don Livermore crossed the line 4 times for 100 points and also got the 50 bonus points for a total of 150 points. A little later he was tied for first place when John Woods turned in an identical score. Third place was a three way tie between Bud Austin, Erv Rohde and Wayne Edson with two times across the line and the bonus points for 80 point totals.

The next event was **BUD'S CHALLENGE**. Take off. Time starts when plane moves. Do a loop and a roll. Shut off motor/engine prior to doing a 180 degree turn to land. Land on the target. Time stops when plane stops. Score is time in seconds plus feet plane is away from target when it stops. Low score wins. Again Don Livermore was on target with a total of 35. He stopped only 16 inches from the target! Bud Austin was second with a 52, John Woods was third with a 66 and Fritz Corbin was fourth with a 69. Fifth place went to Wayne Edson with a 75. A couple of other planes didn't judge the headwind very well.

The last event was a **5 LAP FIGURE 8 TAXI**. From the north pylon do 5 figure 8 laps

around the two pylons. Time starts when plane moves and stops when plane passes the north pylon the fifth time. Low time wins. John Woods had the low score of 64 seconds with his Pro-Twister to take first place. Second place went to Bud Austin with 83 seconds, third was Erv Rohde with a 94 and fourth was Fritz Corbin at 95 seconds. Fifth place went to Don Livermore with 110 seconds.

First place overall went to John Woods and he earned 235 Top Gun 2014 points. Second place overall was Don Livermore with 205 points, third place was Bud Austin with 173 points and fourth place went Erv Rohde with a 93. Fifth place went to Fritz Corbin with 70 points, sixth place was Wayne Edson with 63 points and in seventh place was Don Johnson with 30 Top Gun points.

It was a good day in that no aircraft were damaged during the Fun Fly. After the last event Chef for the day, Fritz Corbin, fired up the grill and everyone enjoyed a lunch of dogs, Pop and chips. Thanks to Janet Woods for sending along a lemon cake for desert. Great to hear she coming along well in her recovery.

Also a thanks to chief scorer and timer, Gene Fuson and timer Dave Medley and all other members that helped in the event and in keeping the eager pilots in line.

TRI-LAKES FINANCIAL STATEMENT 2014			
		AUG	YTD
BALANCE	8/1/2014	\$ 1,145.04	\$ 1,371.33
INCOME-DUES -----		\$ 15.00	\$ 1,101.68
INCOME-SHIRTS&CAPS		\$ -	\$ -
INCOME-FOOD -----		\$ 24.00	\$ 57.00
INCOME-50/50 -----		\$ 5.00	\$ 24.00
INCOME-MISC -----		\$ -	\$ 1.34
EXPENSE-FIELD -----		\$ 45.48	\$ 1,138.33
EXPENSE-NEWSLETTER		\$ -	\$ -
EXPENSE-SHIRTS&CAPS		\$ -	\$ -
EXPENSE-FOOD -----		\$ 6.00	\$ 56.91
EXPENSE-AMA -----		\$ -	\$ 90.00
EXPENSE-Web -----		\$ -	\$ 120.00
EXPENSE-meeting room		\$ -	\$ -
EXPENSE-MISC -----		\$ -	\$ 12.55
BALANCE	9/1/2014	\$ 1,137.56	\$ 1,137.56

**TRI-LAKES R/C FLYING CLUB****PRESIDENT****JOHN WOODS 338-8419****VICE-PRESIDENT****GENE FUSON 538-9346****SECRETARY****DON JOHNSON 779-5340****TREASURER****FRITZ CORBIN 272-1106****SAFETY OFFICER****GENE FUSON 538-9346****CO-FIELD MARSHAL****BUD AUSTIN 561-4466  
FRITZ CORBIN 272-1106****INSTRUCTORS****ERV ROHDE 538-2439  
HOWARD SHIRE 779-5069  
JOHN WOODS 338-8419****SAFETY FIRST**

Before you finish balancing your new propeller, take the time to scrape or sand the sharp trailing edges with a razor blade or sandpaper. It is also a good idea to paint the prop tips with a bright color so you can see the propeller arc when it is turning.

See you at the field,  
Gene Fuson  
Safety Officer

**THE NEXT CLUB MEETING WILL BE  
SEPTEMBER 9TH, 6:00PM, AT THE  
CLUB FLYING FIELD. In case of se-  
vere weather we will meet at the  
Southport Condominium Clubhouse**