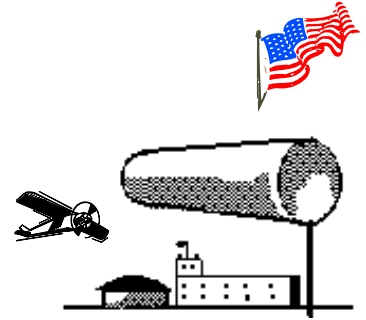


THE WINDSOCK

PUBLICATION OF THE TRI-LAKES R/C FLYING CLUB
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VOLUME 12 ISSUE 11

NOVEMBER 2005

NOVEMBER MEETING

WEDNESDAY NOVEMBER 9 , 7:00 PM
Meet at the Branson Community Center.

Program

Bring your new projects for Show and Tell.

THE PRESIDENT'S CORNER

Hi to all flyers! Well, it was a cold night at the field for our October meeting, but we survived! We would like to welcome our newest members, Gene Fuson and Trent Edwards.

I sure wished that I could have been at the Oct. Fun Fly, with the weather and wind just right for some great flying. I would like to thank Dick Haan for all his work and dedication that has gone into making our field so nice this year. A big thanks to all his helpers too! We will need someone to

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step up and help with the mowing in 2006. If you are a willing worker, please let us know!

Notice!!! Our next meeting will be November 9th (the second Wednesday) at 7:00 p.m. at the Branson Community Center.
Hope to see you there!

Gary Acton

TRI-LAKES FINANCIAL STATEMENT 2005

		OCT	Y T D
BALANCE	10/1/2005	\$ 350.50	\$ 960.40
INCOME-DUES	-----	\$ 80.00	\$ 1,261.72
INCOME-SHIRTS&CAPS	-----	\$ 52.50	\$ 152.50
INCOME-FOOD	-----	\$ 10.00	\$ 261.50
INCOME-50/50	-----	\$ -	\$ 95.50
INCOME-MISC	-----	\$ -	\$ 60.00
EXPENSE-FIELD	-----	\$ 120.95	\$ 1,612.85
EXPENSE-NEWSLETTER	-----	\$ -	\$ 73.09
EXPENSE-SHIRTS&CAPS	-----	\$ -	\$ 90.68
EXPENSE-FOOD	-----	\$ 33.24	\$ 211.19
EXPENSE-AMA	-----	\$ -	\$ 130.00
EXPENSE-Web	-----	\$ -	\$ 200.60
EXPENSE-meeting room	-----	\$ -	\$ 80.00
EXPENSE-MISC	-----	\$ -	\$ 54.40
BALANCE	11/1/2005	\$ 338.81	\$ 338.81

MEETING MINUTES

TRI-LAKES R/C FLYING CLUB

October 12, 2005

President Gary Acton opened the meeting at 6:52 p.m. at Rocky Top Field. All officers were present. There were 11 members, member's wives Cheri Silva & Gloria Haan and Howard Shire's brother-in-law Earl Mordeson from Florida present. Gary welcomed new member Bill Coleman. The minutes from the September meeting were approved as published in the October Newsletter. Treasurer Erv Rohde reported that the treasury balance as of October 1st was \$350.50. The 50/50 raffle was won by Jack McEvoy who received one half of \$10.00 and donated it back to the club.

Committee Reports:

Dick Haan thanked Howard Shire for mowing. He suggests that the club find some way to compensate the volunteers for the expense they incur to get to the field, especially now that gas is so high. Even though there was considerable discussion, nothing was resolved on how to handle the situation. He also reported that the newer mower has a bad vibration and he and Howard will check it out to see what it needs.

Announcements and Old Business:

Erv Rohde reported that we still have shirts (assorted sizes & colors) and caps for sale. Shirt prices are \$17.00 with pocket, \$15.00 no pocket & \$5.00 per cap.

Tom Hammer is having a fun fly in Eureka Springs the weekend of the 22nd. Contact Annette McEvoy for information as she forgot to bring the flyer to the meeting.

Don Johnson reported that John Woods is home from the hospital and doing well after his surgery.

Everyone is reminded that the meetings held at the Community Center will be at 7:00P.M.

on Wednesdays, not on Tuesdays.

The final fun fly for the year will be held this coming weekend, the 15th. Howard Shire will be sure that food & sodas will get to the field.

New Business:

Roscoe Fudge reported that the nominating committee came up with the following officer slate for 2006:

President: Gary Acton; Vice President: Larry Glizer Secretary: Annette McEvoy Treasurer: Erv Rohde

Anyone interested in becoming an officer, please contact Roscoe or Dick or make it known by our next meeting.

Program:

Bud Austin handed out the certificates for last month's fun fly to all members in attendance.

Jack McEvoy and Annette McEvoy brought their 4.2 Brison that they will be using for the Ercoupe. It is a gas 70cc with 30 pounds of thrust and mechanical advance ignition. Weighs in around 4 $\frac{3}{4}$ pounds.

Meeting adjourned at 7:32 p.m.



Looks like John Woods is getting a little more serious about competing in the Fun Flies. He is trying out his new Ugly Slab — O.K. it's really a Pro Twister. Seems Roscoe Fudge built the framework and John covered it. John did say he plans on adding some color-trim after he flies it a couple of times.

THE EDITOR'S NOTE PAD

Well, the race for the TOP GUN 2005 AWARD is over. Come to the November Club meeting to find out who won. Actually it was a very close finish. All four scheduled Fun Flies were held this year, albeit one had to be re-scheduled due to wind. Although the Fun Flies draw a good crowd of members and guests, only 11 of 54 members actually participated in the Fun Flies—and three of these only participated in one Fun Fly. Participation in each Fun Fly was 9, 8, 7, and 8. May be it is time to take a more serious look at how we could get more members to participate. We have tried to increase the participation by including novices but for various reasons this has not worked too well. Maybe we should make a bigger effort to get pilots from other Clubs to participate although this could introduce other problems. Or maybe the Fun Flies are just a good excuse to have a little social gathering at the field several times a year and the fact that some members duke it out for bragging rights may only be a small part of the overall happening. Food for thought! If you have any ideas or suggestion on the subject of Fun Flies let Mike Anderson, myself or any Club Officer know. Maybe these ideas can be incorporated into next years events.

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

O.K. Who in their right mind would choose a P-51 as their first trainer airplane? Well, it looks like new member Gene Fuson is that person. But it's not as far out as it seems. This Hangar 9 ARF comes with 5 channel radio and engine installed. It has a 58 inch wing span. The plane also has clear plastic "droops" on the wings to increase wing area and lift and is said to prevent stalls and spins. It also has air brakes on the landing gear and the wheels are forward to prevent trips. It also comes with the flaps down to further reduce airspeed. All for \$400. These features can be modified or taken off later to make this a realistic looking sport flier. This plane looks good and very solid in the air as Gene pilots it around the field on the Buddy-Box.

SAFETY FIRST

We have several new members and new flyers so please help them if you see any situation that may be unsafe. There is a lot to remember when someone is new to a club or learning how to fly, so any help will make their flying experiences much more enjoyable.

Thanks to all our members for being conscientious and keeping our field a **SAFE** place to enjoy our sport.

John Woods
Safety Officer

NEW MEMBERS

The Club's membership has now grown to 54 for 2005.

Trent Edwards has become a Club member. He and his wife Shawn live in Branson.

Welcome to the Club Trent, glad to have you join us.

Omission: Last month Bill Coleman and Gene Fuson were listed as new members but only Bill was welcomed to the Club due to technical, or mental, difficulties. So Gene you too are welcomed to the Club, albeit a month late. Sorry about that. ..ed.



OCTOBER FUN FLY

This was it! The last Club Fun Fly of the year. Who was going to be Top Gun and get the coveted TOP GUN 2005 AWARD? It was a little breezy but not enough to deter the competitive pilots.

Chef Phil Equi was at work cooking the hot dogs for lunch. For various reasons there were no extra goodies for this lunch but the pilots didn't seem to mind (O.K. there was some moaning, but that's life, you just have to deal with it). Many thanks to Howard Shire for getting the BBQ supplies, Phil Equi for acting as Chef and everyone else that helped with lunch.

At 1 P.M. Fun Fly Director, Mike Anderson, called a pilots meeting. He explained the events and drew names for the flying order of the eight pilots that were to compete. Then it was on to the competition.

The first event was ROLLS, T&G, LOOPS & SPOT LANDING. In this timed event you take off, do two rolls, do a touch and go, do two loops then land and stop your plane touching the target (paper plate). If you cannot stop your plane touching the target, you get a DNF (did not finish). Shortest time wins. This turned out to be tougher than planned. Only two planes finished the event. Erv Rohde was First with a time of 64 seconds with Howard Shire Second with 103 seconds. The other six pilots DNF'd. What was the problem? Well a couple of planes were tipped over by the breeze while taxiing and the others couldn't keep their engines running long enough to get to and stop on the plate.

The next event was the CARRIER TRAP LANDING. Take off then land on the carrier deck. Catch the first wire (box) gets you 3 points, second wire 5 points, third wire 10 points or catch the fourth wire and get 3 points. Only three approaches allowed for a

maximum of 30 points. Mike Anderson got back in the swing of things and got First Place with 23 points. Roscoe Fudge was a close Second with 20 points and Third Place went to Bud Austin with 13 points. Fourth Place went to Erv Rohde with 5 points. Everyone else either crashed in the sea or couldn't find the carrier deck.

The last event was the familiar CLIMB, GLIDE AND SPOT LANDING. Take off, climb for 20 seconds, cut engine or motor, glide as long as possible and then land on the runway target. Get one point for each second in the air and lose one point for each foot the plane stops away from the target. And minus a 50 point penalty if the plane stops off the runway. Most points wins. First Place with 94 (213-119) points was Erv Rohde. Second Place was Don Johnson with 64 (115-51) points and Third Roscoe Fudge with 28 (150-72) points. Fourth Place went to Mike Anderson with 21 (144-123) points and Fifth was Ray Dixson with minus 12 (57-79) points. Bud Austin had a good flight going until he parked his new big U-Can-Do, - way, way up in a tree.

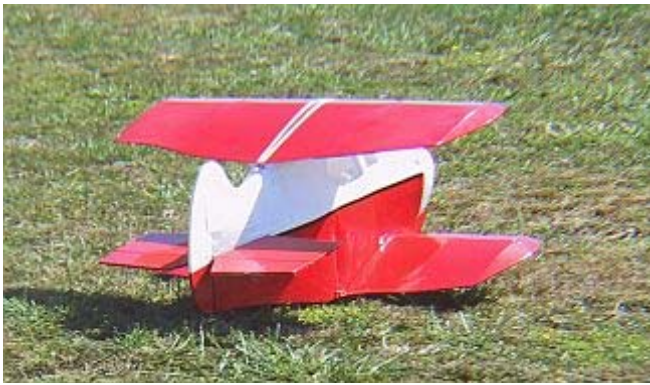
Overall results were First Place, Erv Rohde with 230 Top Gun 2005 points, Second Place, Mike Anderson, 151.5 points and Third Place, Roscoe Fudge, 141.5 points. Fourth Place went to Don Johnson with 103.5 points and in Fifth Place was Howard Shire with 92 points. Who won the coveted TOP GUN 2005 AWARD? Well it turned out to be a very close finish so come to the November meeting and you will probably find out!

Thanks to Fun Fly Director, Mike Anderson, and his crew for a great Fun Fly and to Dick Haan and helpers for the wonderful condition of the flying field.

Until the next Fun Fly —January 1, 2006.



During the first week-end in October your editor attended B.E.S.T. (Best Electrics in South Texas) in New Waverly, TX, a few miles north of Huston. As you can see the field looked great and also had a covered pavilion and indoor kitchen and rest rooms on 40 acres of club property. As can be seen in the pictures, the models varied greatly in type and size but were all electric. One of the biggest, and pilots choice award, was the American MD 80 at about six feet long which flew very realistically with two pusher props. The Fokker tri-plane was probably 1/5 scale with several other war birds in the 1/6 scale range. There was also a 1/4 scale Cub that put in several good looking flights. The bottom left picture is of a 5 1/2 " , two channel electric that was actually his big plane. He had a 3 3/4" two channel plane that also flew quit well. The little Hellcat is a 16" Guillow kit modified to three channel operation. These little electrics all flew on commercially available radio gear. I flew on both Saturday and Sunday and had a great time except when there were up to 10 planes flying at the same time and an EDF (electric ducted fan) joined in to make passes over the runway at about 100 MPH. It Got quite exciting at times!



Above left is Howard Shire's new Fly Baby taxiing out on it's initial flight under the steady hand of test pilot, John Woods. The lower picture shows it after a short flight—maybe four or five seconds of uncontrolled aerobatics. Howard thinks it may be underpowered. Not sure what's in Fly Baby's future. Above right is Jim Halbet's electric Regallo wing. This plane is a slow and easily controlled plane as long as it is under power. Jim decided that it flies so well he could fly it in his back yard among the trees. The lower photo shows the Regallo wing coming in over the tree limbs after a flight over part of Table Rock Lake—and it did land on the grass in his back yard. Good show, Jim!

TRI-LAKES R/C FLYING CLUB

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