



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

August 2018 Issue

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A Word from the President



I could talk about the weather we've been having, but that's become old hat. Just hope you all are able to get some flying in and enjoying it this year.

The 30th annual *Bud Hall Large Airplane Fun Fly* event is set for Saturday August 25, with rain date of Sunday August 26. The fun fly is for airplanes that are ¼ scale or have a minimum wingspan of 80" if monoplane; and minimum 60" multi-wing. The Bud Hall has been the club's premiere annual event for years. We can say decades!

Let's go fly!

~ Rick Miller



Next Meeting: TBD



Vice-President's Corner



It has been slow for me lately. Only been out flying a couple of times for a while. Hope the weather cools down so we can do some flying. That's all for now, everybody get ready for the *Big Bird Fun Fly* the 25th.

Go out and Fly!

~ Rick Haneline

BACK ISSUES TAILSPIN:

http://www.metrorcflying.com/metro_newsletters.htm

Treasurer's Report



The treasury is somewhat quiet for now, and the membership stands at 46. Flying season is now under full swing, and the field is in great shape thanks to the field crew that maintains it for us. Continue to enjoy our favorite thing to do for all that enjoy aircraft.

Your Treasurer

~ Dean Copeland

~ *Dues 2018 ~

*Application for membership or paying member dues may be mailed to:

Dean Copeland, Treasurer
15668 Fountain Hills Dr.
Omaha 68118

NOTE: Please include your postal mailing address when sending in dues. Also your phone number and current e-mail address.

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http://www.metrocfllying.com/metro_newsletters.htm



OMAHA NEBRASKA
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30th Annual Bud Hall

Large RC Airplane Fun Fly**

- Required Min. 80" Mono - 60" Multi-Wing - or true 1/4 Scale -
Mead Field* Saturday Aug 25th
Fee \$10 - Lunch/Soda
~ AMA Sanctioned Event ~

Rain date 26th

AMA Required to Fly - Wide Open Space - Large Runway - Easy access Pits
* Located 3.7 miles S. of Mead from Sinclair station on Hwy 92. Watch for signs at field entrance. **Non-scale airplanes allowed.



Driving up to the field in his new airplane hauler, we couldn't help but notice the optional equipment Loren had installed on the roof. Here he was waiting for traffic to clear the approach. (To save Loren some embarrassment, that windsock is Mike Lawver's who attached it to a post along the south-side road.)

Fuel, Vision, Sock, Faces, and Scramble

By Nelson Carpenter



How does the cost of gasoline compare to glow fuel for our models? Take average cost of 2-cycle engine oil, needed to mix with gasoline, at \$2.25 for a 2.6 oz. bottle. If you were after a 30:1 mix ratio with a gallon of gas, you'd be using approximately 1.5 bottles at a cost of \$3.35. Add the cost of 1 gallon premium gas priced at \$2.95 and you have a total cost \$6.30. A gallon of gas is 128 oz. mixed with not quite 4 oz. oil for total 132 oz. of fuel. Provided you don't have a spill.

An average gas powered flight might burn 10 oz. of fuel. Using that as an example, 1 gallon of gas should provide enough fuel for 13 flights at a cost of 48 cents per flight.



Flying with glow engines, the cost of glow fuel is currently around \$18.00 a gallon. That breaks the cost down for 13 flights, at 10 oz. per flight, to \$1.38 per flight which is over twice the cost of gasoline. The point of all this data is to just give you a comparison of cost. (Nothing shocking...) I fly and enjoy both fuels. It's just a matter of preference I might have with certain model aircraft. Also, I have favorite glow engines and gas engines I like to run. (Anybody want to work up a cost per flight for flying electric? That would be interesting and probably disputable. I won't touch it, nor do I have the EP knowledge.)



You're not seeing double at the field. Well maybe you are. A second windsock was installed at the south end of the runway by **Mike Lawver**. There have been many favorable comments about the new sock. It has less turbulent air than what our large windsock experiences near the grove of trees. So thanks Mike!



Club member **Tim Ryan** took a trip with another modeler over to *Hobby Haven* in *Des Moines*. I asked for, and Tim provided, a review of that hobby shop. One of a few remaining independent hobby shops in the country. Much like many of us remember of *Bud's Hobby* in Council Bluffs. Find Tim's trip report in this newsletter.



We are seeing new faces flying with us at *Mead Field* which is good for the club. New memberships with paid dues are helpful keeping the club running and staying flush with funds. Especially with operating our mowing equipment and being financially prepared for unscheduled repairs and replacement of mowers.



Saturday July 21st we held our monthly *Old Timer/EP Glider* gathering. An outstanding turnout with 15 participants and at least that many airplanes. Several of the flyers had also brought their sun shades and settled in for a good morning of flying. The gathering lasted just 45 minutes... Then everyone was gone. Not one car remained.

What happened?!? Well the university ag manager had driven up to the field in his state truck and urgently told us we need to vacate the area. A cropduster was on its way from *Wahoo* to spray the adjoining fields with a fungicide.



The concern being wind drift and any human exposure to this chemical. We had 30 minutes to pick up and make a dash for it. He didn't have to tell us twice. The evacuation was quite a sight with everyone scrambling to breakdown their airplanes, and put away their sun shades; then motor down the road out of there. We had all cleared the area in 20 minutes. I didn't even get a picture taken.

To all of you who made the trip out to Mead, I apologize for not being able to get the word out at least the day before. The state truck driving up that morning was our first clue. The apologetic manager stated that he had just learned of the cropduster the evening prior. I recall only one other time in the last 30 years that this has happened to us out there.

Here is a *YouTube* video of a cropduster spraying next to Mead Field, and making low flying turns over our pits in 2009. No worries, we were upwind of the spraying.

<https://www.youtube.com/watch?v=iSMuJd7Fwfo>



Round the Skunkworks

By Tim Peters



A new month, and like so much SPF 50 sun block, another dose of humility gets liberally applied to yours truly. (*Warning to reader.....much long-winded blah-blah-blah stretching-of-truth coming up....*)

I'm at the WRCF Mead flying site, flying my FPV & autopilot-equipped Airtronics Olympic 99 sailplane. The plane is flying at about 150 feet with an East wind at about 10 mph. I'm feeling 'uber confident' using the goggles to guide the plane. Fellow WRCF member Jud Bock is there as well and we're sitting on one of the newly-refinished benches, just shooting the breeze on a nice morning. So I got a little distracted and wasn't paying much attention to where the plane was, just that it was flying. Nelson Carpenter and Doug Clementson happened to be mowing at the time.

Quicker than I was ready for, two things happened. 1: Even though I've only been flying with the goggles for a few minutes, I don't seem to recognize the buildings down below. 2: Before I could get my bearings, the video signal gives out. I ask Jud if he sees the plane, but we got distracted talking and he doesn't spot it. I lift the goggles and look around the sky—I don't see the glider either. Hoping that my 'Return-to-Home' feature is working, I switch the transmitter mode switch to RTH and cross my fingers. Nelson is mowing close by and sees the dilemma. He points where he saw the plane—west of the University buildings. He says the plane was headed back toward the field, but was porpoising up and down. My guess is that the east wind blew the plane off course and the glider can't penetrate the wind to 'Return to Home'.

Jud and I get in our vehicles and drive over to the other side of the UNL buildings to start looking. I power up my FPV video monitor in hopes of getting a signal. (*Remember that the on-board autopilot reports latitude and longitude—so even if the plane is down but the fpv equipment this still functioning I can get a location.*) All I'm getting is static. I drive west on the gravel road to the highway. Still no video. I drive north to the dirt road field access and head east again. Still no signal. Back to the UNL buildings, basically making an oval lap back to where we started the search. I get out of the van and hold the video monitor up high (*like 'rabbit ears' on a tv, I'm hoping for a better signal.*) I do get a very weak video showing the plane is on the ground and I quickly copy the latitude and longitude to a scrap of paper: 41.176495, -96.472298



I start to put the coordinates into google maps on my phone, when the phone rings...it's Jud. I start to say "Jud, I think I have the latitude and longitude coordinates to find the plane; can I call you back in a few minutes?" To which Jud pauses for a few seconds and says "I found your plane.... ☺" Little did I know that instead of going back to fly, Jud had continued to look for the glider and found it near a drainage ditch. It looks like the glider clipped a tall pine tree just enough to cause it to lose airspeed and fall down to the tall weeds below. Damage was limited to a 2"x 2" Monokote tear in one of the wings. The location was only scant yards away from a patch of corn which seemed to be ten feet tall. Pretty lucky that I didn't have to search through the corn.

I learned two things from this experience. 1: Don't get distracted while flying FPV. 2: Make sure that your video uplink is set correctly. I had the video transmitter set at 25 mW power, which is the lowest setting. I had been using 200 mW – This explains why the signal was lost in the first place, along with the fact that video signals get easily blocked by metal buildings. I was very lucky that the plane landed close enough to get a signal, so I might have found it from the coordinates. Fortunately Jud found it.

If you've been following my fpv exploits over the last year, you'll know that I haven't had the best experiences. Because of that, I have a new definition of FPV: **F**avorite **P**lane **V**anishes....



However, I'm still plugging away. I recently purchased a DVR (*digital video recorder*) that I can plug into my fpv goggles and record the flight video. It is an Eachine EV1000 DVR, a rectangular box 1.5" x 1.25" by .5". It uses a memory card similar to those used by digital cameras. I have a 32 GB card for mine and it does a decent job of recording. If you are interested, here is a link for a recent YouTube video <https://youtu.be/YGqZDuBm17A>



The Flite-Test Explorer plane described in an earlier Tailspin newsletter has undergone some test flights. It does ok, but is not stable enough for FPV. I do have another idea for it. Stay tuned. ☺

Trip Report

By Tim Ryan



In my youth, my favorite place on earth was my local hobby shop. As a youngster I was an avid (or even rabid) builder of plastic model airplane kits. The ceiling in my bedroom was adorned with dozens of WWI & WWII aircraft. In my late teens I turned my attention to RC cars, boats & planes. In my twenties came time for career and family, and the joys of the hobby were lost on me. Since retiring, I have rediscovered my affinity for the hobby.

Of course, the radio control hobby has changed (expo)entially in 35 years, as has our methods for shopping. Nowadays it is all too easy to boot up the laptop and shop the world over from the comfort of my living room. Like so many retail stores, the convenience of online shopping has driven the independent hobby shop to the brink of extinction.

In July, I was introduced to a survivor. If you need a "blast from the past", then a trip to *Hobby Haven* in *Des Moines* is in order. This place has the same feel as the hobby stores of old. They handle just about anything you can think of from slot cars to trains, model rocketry, plastic kits, free flight, and of course everything RC.

My favorite part? - *Hobby Haven* provides their customers a venue for consignment sales of their pre-owned items. There is a large selection of pre-built RC aircraft hanging from the ceiling. There is also a good selection of unbuilt kits, some of which have been out of production for years, if not decades. This place really brought back a lot of happy memories, and my first trip there will not be my last.

Keep 'em flying! - Tim Ryan



Western R/C
Flyers

“Bashed but What?”

By Dave Kelly



Well..... During the *Huckfest* in *Council Bluffs* I put 8 flights on the B-17. It felt very good to leave the airplane in a cart instead of on my workbenches like it spent all winter. The shop looked so clean and inviting I decided to do a bash on a????? You will have to guess.



I'll provide a couple of pictures, and the first one to get the aircraft correct gets a silver star for the day..... The one who gets the correct movie gets a gold star for the day.....

Some background on why I chose this particular airplane. Hollywood has done several movies about this group. This airplane in particular was painted up for some shots in the movie. As modelers, we usually try to make our models look like the real thing. In this case the painters made the full size aircraft look like our models. Airbrushed weathering, etc. In the movie it's hard to tell which aircraft is computer generated and which is the full scale one..... So here are the teasers...



Still baking in the sun and heat? This sun shade/canopy seen at Sam's Club on sale the week of July 22nd. Few others have purchased a 10X10 sun shade at Harbor Freight. The price was good and they all are happy with their shade.

Mead Field Weather Station

<https://www.wunderground.com/personal-weather-station/dashboard?ID=KNEMead2>

***Western R/C
Flyers***

*Western R/C
Flyers* **July Flying at Mead**

Photos taken at Mead Field during the month of July can be found on the next few pages. This page contains those photos taken by **Tim Ryan** with his *GoPro* camera. If you have photos taken at the field, from your airplane, or in your "hangar", please send them in for use in upcoming newsletters.



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Flyers* July Flying at Mead Cont.





~ 2018 Western R/C Flyers Event Schedule ~

Schedule for 2018 club events to be set and posted within **Metro Area RC Flying** website calendar. Our dates will be provided to Keith who maintains that website.
http://www.metrorcflying.com/metro_schedule.htm



Western R/C Flyers Inc. **2018 Membership Application**

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ Dues Paid: \$ _____

2018 Dues: \$35 (Renewals should be paid by **April 1**) New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

Membership application subject to approval. AMA membership is required.

Make Checks Payable to: Western R/C Flyers

Complete this form (new applicants only) and send with check to WRCF Treasurer:

Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118