Western R/C Flyers

OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

December 2018

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A Word from the President

It's time to get ready for next year. We have a meeting scheduled for December. I hope all of you can make it there. We need to have our 2019 officer candidates voted on at this meeting. If there are any additional candidates, they can be nominated prior to the vote.

The flying season has reached a slowdown, but we can still get out there on a few good days that may show up.

Hope to see all of you at the December 12th meeting.

Let's go fly! ***~ Rick Miller***

BACK ISSUES TAILSPIN:
http://www.metrorcflying.com/metro_newsletters.htm

Meeting: Wednesday Dec 12th

Doors open 6:30pm Mtg at 7pm
Papio NRD – Wherspann Lake

Vice-President's Corner

Another month is about gone and winter is a coming. I hope you got a good deal or two at the auction. It's time to start on a winter build if you have one. I've talked to a few guys planning on building a plane this winter so we should have some new ones at the field next spring. I've got one maybe two to get done. One I got at the auction and one I've had awhile.

Go out and Fly! ***~ Rick Haneline***

Treasurer's Report

Just so you all know I have the new 2019 membership cards and am ready to send them as soon as I receive your renewal fees. Looks like the flying season has come to an abrupt ending for 2018 season, unless we get an Indian Summer. So let's get those new projects out and under way.

Hope that you all had a great and fulfilling thanksgiving.

Your Treasurer ***~ Dean Copeland***

~ *Dues 2019 ~

*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.

November Meeting Notes

A *Western R/C Flyers* club meeting was held Tuesday November 11, 2018 at the *Chalco Hills* location. Meeting called to order by President **Rick Miller** 7:00 PM. There were (11) WRCF members present along with (1) guest.

Treasurer **Dean Copeland** provided a summary of the treasury balance.

Old Business:
It was mentioned that the *Porta-Potty* had been removed by the vendor early in November. It was decided to re-deploy it in April of 2019. There was discussion about the location and its exposure to being pushed over by wind.

New Business:
Officer Elections: **Rick Miller** reminded those in attendance that the WRCF Bylaws require that officers for the upcoming year be elected during the December meeting. The following individuals have volunteered to serve in 2019:

President: **Rick Miller**
Vice-President: **Rick Haneline**
Treasurer: **Dean Copeland**
Secretary: **Tim Ryan**
Safety Officer: **Mike Lawver**
Field Marshall: **Jim Henley**
Newsletter Editor: **Nelson Carpenter**

The officers will be elected during the December meeting. Other interested candidates are welcome to run for office. **Rick Miller** thanked everyone who supported the club during 2018, including officers, the field maintenance crew and others.

Field/Mower Maintenance: There was discussion regarding the Mead flying site and the mowers. **Nelson Carpenter** will check with the UNL staff to see whether they can provide materials and/or labor for fertilizer/weed control. **Jim Henley** will provide a review of the requirements for maintaining the flying field. **Mike Lawver** will check the diesel mower out. These individuals will provide a report to the membership. Some miscellaneous field items were noted: No UNL auction is planned for 2019; the mowing height of the diesel mower deck may require some attention. Tire pressure for the mower may need adjustment. **Tim Ryan** mentioned that he has a fertilizer spreader in good condition that the club may borrow.

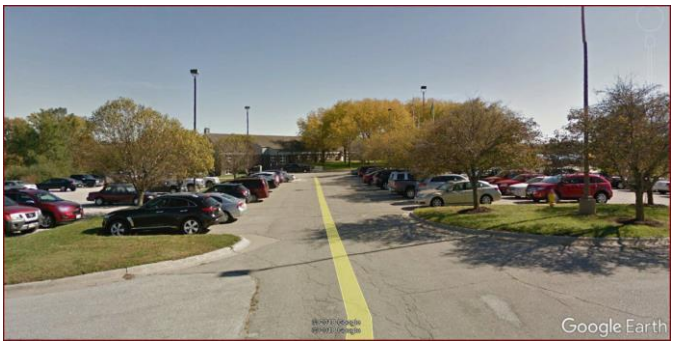
Other Business:
Dean Copeland mentioned that there are already (2) additional membership renewals for 2019 and that he has received new 2019 membership cards from the printer.

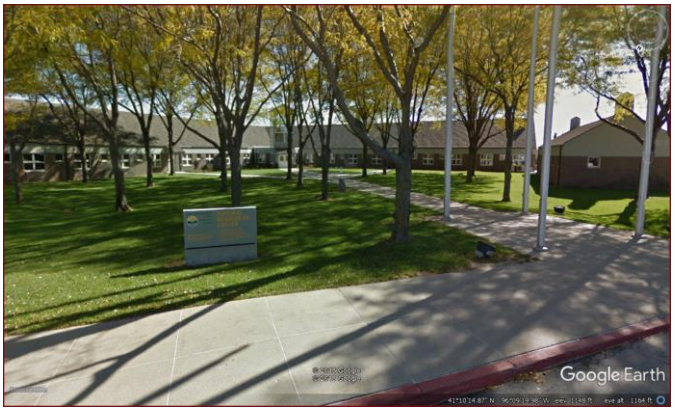
2019 Events:
It was recommended that the August **Bud Hall** Large Aircraft gathering be an AMA sanctioned event. There was discussion about the advantages and costs of having a sanction. It was suggested that an AMA-certified Contest Director be provided for the event. Date is yet to be determined. Those present are also in favor of a club fun-fly specific to biplanes. There was some discussion about the 400' altitude limit.

At 7:50 the meeting was opened to discussion about each attendee's projects.

~ Western RC Flyers Meetings ~

THE DEC 12TH MEETING WILL BE HELD AT THE PAPIO NRD OFFICE (NATURAL RESOURCES CENTER) LOCATED AT LAKE WEHRSPANN. START TIME 7:00PM.





Western R/C Flyers

Mead Field Weather Station

https://www.wunderground.com/personal-weather-station/dashboard?ID=KNEMEAD2

This and That

By Nelson Carpenter

A few build articles are in this newsletter. Maybe they will get first-timers interested in building a traditional balsa airplane kit, or like in **Jud Bock's** case, scratch build one from your own plans. If you are someone who has never built a balsa airplane kit, don't delay. Available kits are getting fewer and fewer as they have been since the introduction of inexpensive Chinese ARFs. Building is part of the hobby and you should give it a try.

We owe a great deal of gratitude for **Tim Peters** serving in the club's secretary position for the last few years. Thank you Tim! Now it looks like we will be filling this position with another "*Tim*" for 2019. Both have been and are great club contributors.

Photo below is from my visit to the *Balsa USA (BUSA)* factory in Michigan this summer. This represents a small portion of one wall in a room filled with kits ready for shipping. Note the brown unassembled boxes at floor level that they use to "*double box*" mail orders. Currently BUSA has a Christmas sale going on with 10% off kits.

With the addition of Jud's *Morane-Saulliner Model L that* he's finishing up, the number of WWI aircraft at our field is growing. Watch for a "*WWI Dawn Patrol*" fun fly next year.

As you read in the November club meeting minutes; the **Bud Hall** *Large Airplane* event will be sanctioned with AMA next year. This is with the hope it will attract greater participation as it used to be in the "*old days*." Those days being in the 80s and 90s when we had dozens and dozens of large aircraft and their flyers. Well maybe not "*dozens and dozens*" but we had a lot more than the last few years.

The December meeting will be on Wednesday the 12th at 7pm. The meeting will be in the small conference room to the left after entering the building. We can get in at 6:30pm.

Tips and Tricks

Source: AMA Inside

Airplane Winter Storage

Be sure to give the entire airplane a thorough cleaning to remove all traces of exhaust residue. Check the covering to be sure that fuel is not creeping under the seams around the firewall and areas around the exhaust outlet, soaking the balsa. If so, make the repairs during the off season while you have some extra time. Check the fuselage and flying surfaces closely for cracks or other damage. Check the servo arms, control horns, clevises, and pushrods for excessive wear or damage.

The airplane can be stored indoors or outdoors in the garage; the constant cold temperatures can be tough on batteries, but otherwise don't seem to cause any problems. The only problem that could occur would be if you stored it in, for example, a workshop that is heated occasionally and then allowed to cool down after use. This could result in damage to the engine because of condensation and probably to the balsa or covering material from temperature changes.

If you store the airplane on a wall, it should not be supported on the nose because this could damage the engine bearings. Support it by the tail structure or similar means. If the wing is removed, do not stand it on end. Support it similar to the way it is normally mounted on the fuselage. Do not leave the weight of the airplane resting on the tires if you don't store it vertically.

Engine Winter Storage

The major concern regarding engine storage is to remove all the glow fuel from the inside of the crankcase and cylinder to prevent rust formation on the bearings, crankshaft, etc. The best advice is to remove the engine from the airplane, remove the glow plug and back plate, and flush the inside out with a solvent such as kerosene.

While the back plate is off, check it over for signs of rust, bearing failure, etc. After cleaning, generously oil the bearings and the cylinder with lubricant such as one of the after-run oils or Marvel Mystery Oil. After it is well oiled, reinstall the back plate and plug and place it in a sealed plastic bag along with the mounting hardware until next season.

If you decide not to remove the engine, at least remove the glow plug, pour some oil into the carburetor, and spin the engine over clockwise to distribute the oil through the bearings. Add some oil through the glow plug hole, turn the engine over slowly a few more times and reinstall the glow plug. Remove the propeller if it is made of wood. Put a plastic bag over the engine to keep dust and dirt out.

~

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The Morane-Saulliner Model L

By Jud Bock

Last month I talked about specialty items that I would need in the progress of the project. After figuring out if the items were available when I needed them or making them myself, I began working on the bird itself. I generally start with the wing, because they go fast, and I like building them. The full-scale plane had wing warping for roll control and would be incredibly difficult in a model. But as this is a semi-scale, I did pretty much as what the guy that flew his reproduction at *Oshkosh* did and that was to build the wing like a normal flat bottom Clark Y airfoil with barn door ailerons. I will put wing braces on the finished product, but they will only be for looks and not functional as it is cantilevered thus not needing the braces.

I sized the wing first at 80 inches, as that was the size I wanted it to be. So, after drawing up the plans to that size, I went to work. I stacked 5 or 6 pieces of rib balsa at a time and gang cut them on my jig saw. It has 22 ribs and I decided to use barn door ailerons. As the construction was pretty much straight forward, I didn't take pictures of the actual construction, but only the finished product. As 80-inch wings are pretty big to transport, I made it a two-piece wing with 2 steel connection rods. I always weigh my parts when finished as I try to keep them pretty light for electric power and want to know what the finished weight will be as I build. The finished weight for the wing less the covering and servos was 15 ounces, not bad for an 80 inch wing.

With the wing almost done, I opted to build the rudder and elevator next, as installation on the fuselage was going to present challenges.

The *French* decided on a flying elevator and rudder. I am going with that design, but not happy with it, as it causes problems installing them to the fuselage. One must remember that this is a 1913 designed by then French, so things are a little odd in some areas. The hinging arrangement is going to be difficult as the fuselage narrows down considerably at the rear, causing little room for the hinging. I wasted a bunch of scratch paper trying to come up with something that would work, as there was absolutely no place to put the elevator hinges because there was no stabilizer. I finally came up with two pieces of brass tubing, one slightly smaller than the other so that it would slip inside of the larger one and glued the larger pieces through the fuselage and the smaller pieces in the front of the elevator. I was strictly winging it at this point, but it ended up working surprisingly well.

The rudder installation proved even worse, as there was no fin to attach the rudder to. The fellow that build the reproduction at Oshkosh, opted to install a fin on his, but in the interest of trying to keep mine as close to the three view as possible, I installed heavy duty hinges on the rudder with epoxy and put a short hump above and below the elevator, so that I could drill holes for the rudder hinges and again used epoxy to attach the rudder to the hump. Again, it also worked out okay and while not exactly like the three-view, it is reasonably close. The original had a tail skid, but I wanted ground steering so I put a tail wheel on mine.

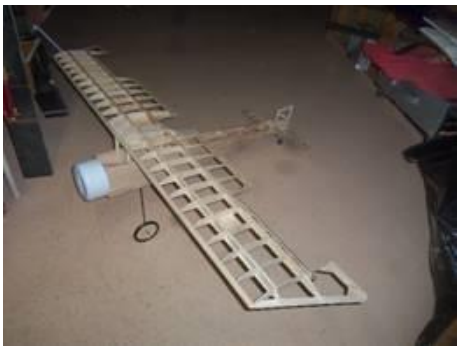
Cont. on page 6

Birth of a Morane-Saulliner Model L Cont.

So, with these problem areas resolved, I proceeded to work on the fuselage. The only real problem I had with the fuselage, was determining if the wing supports were going to be strong enough. I built a box frame out of plywood and CA'ed it (*thick*) to the fuse. I wanted the wing to attach with bolts rather than rubber bands, so it was necessary to drill and tap the plywood top of the wing support box with 4 ¼ inch holes. This proved to be time consuming, but when finished, I was happy with the results.

At this point I was getting a little concerned with the weight, so I stacked all of the now weighable parts on my scale and that told me that the completed model will weigh between 6 and 7 pounds. That is about what my big Playboy weights and the .60 electric takes it straight up, so I feel that I have ample power and with the 80 inch wing with many square inches, I think that I am right in the ball park for weight-power concerns.

Now I was able to put it together and roughly see how it was going to look. As with the three-view, the tail surfaces look small, so I hope that they are large enough. Sometimes, a full-size plane gets away with things that a model doesn't. I hope that the dimensions are adequate, but until the test flight I can only hope they are. Note the *Clorox* bottle, now a cowling, in the pic. At this time, I also taped the engine, battery, ESC and the prop in their respective places, to check out the balance so I could locate the battery where it needed to be. Happily for me, the battery location will be right where I want it to be.



My WW 1 pilot I ordered arrived but was way too big. I ordered a smaller one, so am awaiting my new pilot and my machine gun to arrive so I can install them before finishing the fuselage details.

That will do it for Chapter 2… Till next month then.

WANTED: Your photos and stories. Recent or old. To be used in the club's newsletter. Please contact editor.

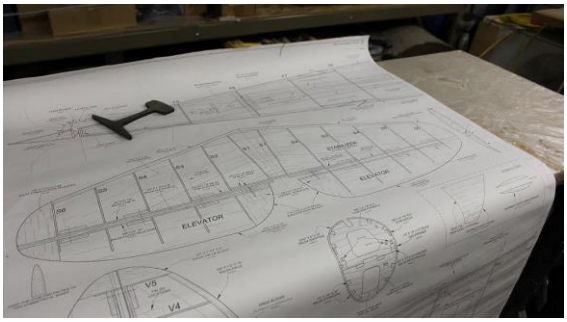
Western R/C Flyers

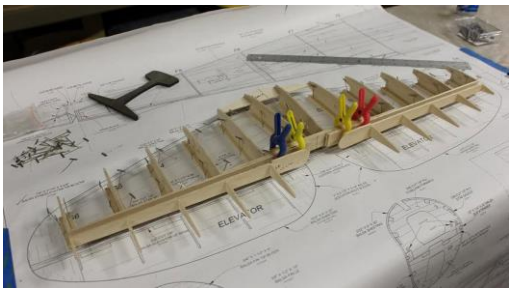
Giant Scale P-47 Thunderbolt

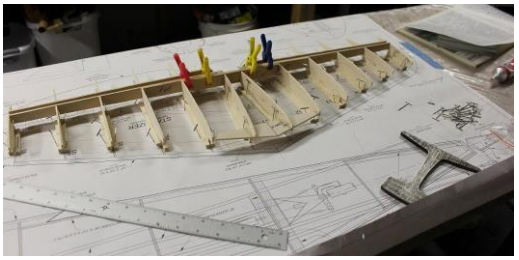
By Jim Henley

This season's build is a *Giant Scale Top Flite P-47*. This airplane will have an 85" wing span a length of 75.5" and should weigh around 20 -22 pounds. I was investigating the RCGF 70 Twin sold by Valley View R/C but it is just a little too wide. I am debating whether to use a *Zenoah 62* which I have on hand, or one of the many 55cc singles with rear carburetor and exhaust.

Radio will be *Futaba*. I will be building the "*Razor Back*" version of the kit which will be covered with fiberglass and resin. I plan to paint it in a camouflage scheme but have not totally decided the colors. This will be a "*sport scale*" so there will be very little detail outside of what the instructions call out. I do have *Robart* retracts and a fiberglass cowl which I purchased a couple of years ago that will be used on the build.







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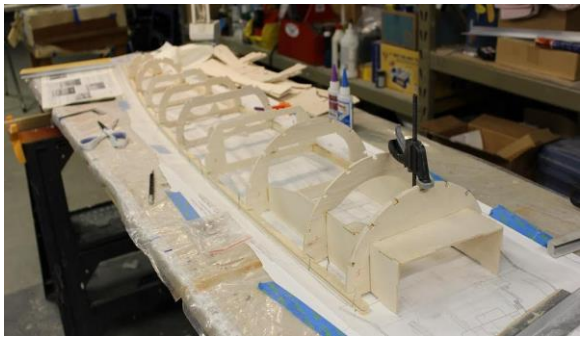
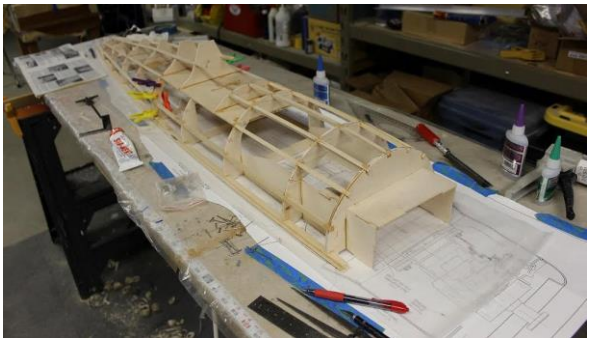
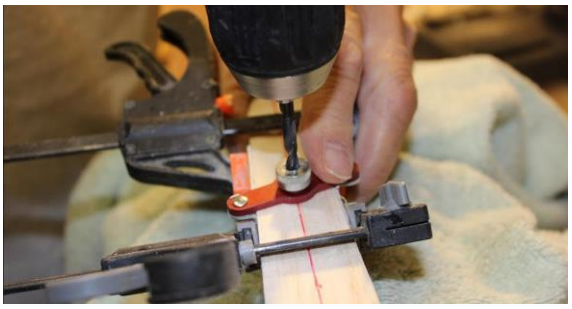
Giant Scale P-47 Thunderbolt Cont.







WOUNDED WARRIOR PROJECT

Western R/C Flyers

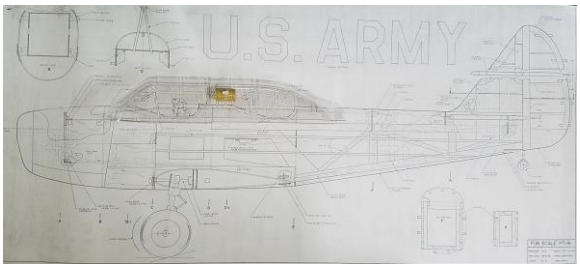
PT-26 Cornell Project

By Nelson Carpenter

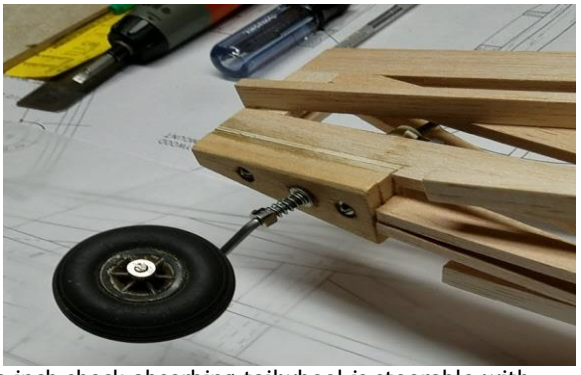
As I mentioned last month; one of my winter builds is a *Dynaflite PT-19* kit. I've essentially got the fuse and tail feathers built. Now I'm working on the wing which is a one-piece 89" span. Might end up making it a two-piece wing.

The *PT-19* will become a *PT-26 Cornell* finished in *Canadian Air Force* markings circa 1942. Some of the photos show the "*greenhouse*" canopy that will extend over the two tandem cockpits. The power plant I am using is a *Valley View RC 20cc* gas engine that will swing a 17" prop. This setup should provide realistic flight speeds. Photos shows progress I have made through month of November.

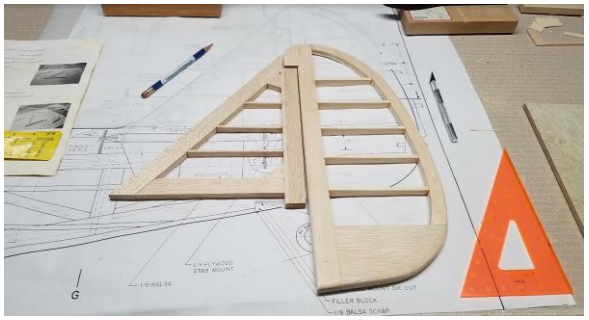
Background on the PT-26 obtained from *Canadian Warplane Heritage Museum*: *"In early 1942, an agreement was signed between the Canadian Government and Fairchild Aircraft to construct the PT-26 Cornell in Canada. The first 800 Cornells used by the RCAF were supplied from Fairchild, until production commenced November 1942 in Canada. By the end of the war in 1945, 2,853 Cornells had been built - 1,565 for the RCAF and 1,288 for the RAF."*



Fuse plan with "*greenhouse*" canopy propped over the sheet.



Two inch shock absorbing tailwheel is steerable with separate servo mixed into rudder servo.



Open cockpits of sheeted fuselage and sheeted horizontal and vertical stabs. The two cockpit openings are larger than the "*two-holer*" PT-19.

Western R/C Flyers

~ Western R/C Flyers Event Schedule ~

Schedule for 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.
Membership Application 2019

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ Dues Paid: $_____

2019 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

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