



OMAHA NEBRASKA
AMA 857 - IMAA 284

TAILSPIN NEWSLETTER

February 2009 Issue

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A Word From The President:

Greetings everyone, I hope you are all busy getting those new models ready for this year's flying.

We have some things to cover this next meeting. One of which is the 2009 event schedule and the committees for the events.

Please make the next meeting if you possibly can, we have been having a good turn out for the projects brought to the meetings, good stuff.

See you there.

Thanks

~ Rick Miller

Vice-President's Corner:

The light can be seen at the end of the tunnel. Spring is not far away, and we will be able to get back to flying. Be ready!

Our auction will be held at a new location this year. The Fireman's Union Hall located at 60th and Grover will be the place on Sunday April 26th. Doors will open at 7:30 am and close at 4:00 pm. See flyer at end of newsletter. As usual, your help with the actual auction would be appreciated. Remember, profit from the auction helps keep the cost of our dues low. The auction may require work, but you and everyone in the club benefits.

Speaking of dues, they are required to be paid by February 1st of each year. Fill out the form at the bottom of the newsletter and send it with your check to our treasurer Ed Splittgerber. You will then be issued your 2009 field pass. Thank you.

The preliminary 2009 schedule of club events has been incorporated into the calendar found at the end of the newsletter. Other events will be included as they are firmed up.

Come out and fly!

~ Nelson Carpenter

Next Meeting:

7:00 PM Tuesday – February 3, 2009

**Location: Natural Resources Center, Chalco Hills
(Upper Level - Board Room)**



Financial Report – December 31, 2008

To be provided at the next club meeting.

Thank You!

~ Ed Splittgerber

January Meeting Notes:

Meeting Minutes 1/6/09

- Meeting called to order by Rick Miller, President.
- **Old Business:** We have club hats in stock. They are \$12.50 each can be bought at next meeting.
- **New Business:** Treasurers report was read and accepted into the minutes. We need the club events to be submitted for completing the 2009 schedule whenever the event coordinators have that information. The Auction date of April 26th (Sunday was preferred) though not finalized for a specific location at the meeting). This date has since been finalized for the Fireman's Hall 60th & Grover (I-80 at 60th Street).
- Jim Albin is recovering from minor surgery. Should you like to call Jim to cheer him up, his number is 333-2875.
- Show & Tell then meeting was adjourned.

Bob Boumstein / Secretary

~ Safety First ~

Having a safe flying season starts now by making sure your plane is safe to fly. Here are a few tips that will help prevent a mishap at the field.

- 1) The transmitter and airborne batteries are one of the most important items to check. Cycle and check battery condition. Replace if necessary.
- 2) Go over all the servo arms, screws and clevis joints.
- 3) Check all servo wires and plugs.
- 4) Check that all engine and equipment bolts are tight.
- 5) Check fuel tank and fuel lines and replace if faulty.
- 6) Make sure that receiver antenna has not come loose and ended up in a pile in the center of the plane.
- 7) Check that your radio set up for each plane has not changed for what ever reason.
- 8) Finally do a range check before making that first flight of the season.

Some times having a friend doing the safety check on your plane will be beneficial.

Have a happy and safe flying season.

Fly Safe

~ Dean Copeland

Website: <http://www.weflyrc.org/>



CHALCO HILLS WEATHER CENTER



<http://www.papionrd.org/weather/usa.htm>



Rumors, Gossip and other Signs of Decay

Sunday Jan. 11th I attended the Grand Island Auction with three other guys. It was a fun trip and the time flew by with good conversation and camaraderie. The Auction was interesting with about 40 sellers and I guess around 300 items. There were plenty of airplane bargains to be had, if a guy only had the room! A 1/3 scale Edge 540 for \$500, I thought the kit was \$700 this one just needed engine and radio it was ready to go, a real beauty. It would not even fit in my van though. There was an estate being sold by the widow of a fellow who had been an aeronautical engineer for Cessna. He had some nice models, some intricate rubber band planes and lots of old engines (good for me!). Things sold for mostly fair prices but I still felt it was a buyer's auction. Marvin Goldberg bought some really ugly airplanes and we made him ride home on the roof rack.

So now you're thinking about selling some things at our upcoming spring Auction. It seems to me that you should sell things that you want to get rid of but expect less than you might of last year. Sometimes it is just good to clean house and get rid of some stuff. I plan on selling a few things and I know the market is not going to give me big bucks but if I used the stuff I will get even between my use and the final price.

If anyone is interested in a Lanzo Bomber Old Timer (former Ollie Olsen's plane) complete with an older Airtronics radio (I know it flew in 2008) less engine, the price is \$150 for it. The plane had an old open arm OS 75 on it I think a nice modern 48 to 70 4 cycle would fly it fine. It was a tried and true plane for Ollie but I just wanted the motor. Call, me at 306-6151 if interested, please.

Stay Warm

~ Bob Boumstein

REWARDS PROGRAM

Remember **Hobbytown's Reward Program**. With every purchase by a WF member, the club receives a credit for an amount equal to 1 percent of your purchase. Be sure to mention your **Western Flyers affiliation** when making a purchase at either Hobbytown location.



Charging that New Battery

From Wiregrass RC, Enterprise, Alabama
By Stan Grett and Jim Kale

In recent months, we have heard a lot of discussion on how to charge a new airborne battery or transmitter battery. Charge times have been recommended from 12-24 hours. Dave Thacker of Radical RC is the battery guy I listen to. He recommends charging the new battery packs at $1/10$ of the mAh, which is normally referred to as "C." This rate is often referred to in magazine articles and manufacturers' directions as C/10. He recommends that rate for 16 hours. Most NiCad manufacturers also recommend this.

So, if your battery is rated at 1500 mAh; then charge it at 150 mAh for 16 hours. Be careful, if your charger charges at less than the C/10 rate, you will have to charge it longer. However, extremely long over charges are bad for the battery pack and will shorten its life. Also high charge rates can shorten the battery life if there is anything overcharging at all.

Cycling a new battery pack will help it get off to a good start in its new life. A good regiment to follow is to cycle it for three charge/discharge cycles over a week-long period. If it passes this test, it should give a good long life if maintained and charged properly.

Cycling a new battery pack before the start of each flying season and after the flying season will give you a good idea how the battery pack is holding up over a period of years.

Generally speaking, any battery that is more than three years old is on borrowed time. However, I do know of cases where battery packs lasted as long as seven years. You are betting your airplane though if you try to squeeze just a little more out of your battery pack than it has to give. Battery packs are cheap when compared to replacing airplanes.

Give Me Exponential Rates

From the Northern Utah Radio Control Aircraft Club
by Matthew George

I wanted to take a few minutes and talk about the use of exponential rates as supported by most of our RC transmitters. After getting back into the hobby over the last several years, I'm surprised at the slow adoption rate (no pun intended) of using exponential rates.

I have even heard recommendations that you shouldn't use exponential rate features on your radio. I can tell you by experience, that any pilot serious about becoming accomplished in aerobatics will make his life much harder if he tries to fly precision maneuvers without incorporating exponential rates into his control surface throws. I am of the opinion that almost any aircraft should be set up with exponential rates on the control surfaces. You will immediately see an improvement in your flying once you understand and start dialing in exponential rates for all your aircraft. Trainers to unlimited IMAC birds, gliders, sport planes, flying lawn mowers, etc...

What is the definition of using an exponential rate on a control surface?

Exponential rate is where the servo movement is not directly proportional to the amount of control stick movement on your transmitter. Over the first half on the stick travel, the servo moves less than the stick. This makes control response milder and smoothes out level flight and normal flight maneuvers. Over the extreme half of the stick travel, the servo gradually catches up with the stick throw, achieving 100% servo travel at full stick throw for aerobatics or trouble situations. All the newer radios support this feature and the best part is the fact that no physical change is required on the aircraft. It's a simple matter of programming your radio to use exponential rates on some or all of your control surfaces including your throttle.

Have I convinced you to give expo rates a try? It's not scary; I promise. Pull out your transmitter manual and start reading. It's usually a simple matter of scrolling through your on-screen setup menu and finding the option to set expo for each control surface.

There is only one caveat I know of, if you have a Futaba radio, make sure to dial in your exponential rates as a negative number. All other radios use positive numbers when setting up expo rates. I would start by static checking your control throws after you dial in some expo. Start with your ailerons and dial in about 30% expo for channel one. Now watch your aileron control throws as you move your stick on the radio. You will notice a soft, easy movement while you are at the center of the stick and as you move the stick to full left or right, the controls will begin to move faster to their current end-point setup. This will make your aileron response much softer at the center of the stick and you will be doing full, slow rolls all across the field.

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Give Me Exponential Rates

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When you need some quick aileron for a quick correction or faster aileron roll, you will still have the throw you need when the stick gets to its extreme position. It will make your flying much smoother. If you are using the newer faster servos, you will see much more effect by using expo rates.

So how does Matt have his radio set up? There is no exact formula, but this may give you a place to start:

My expo setting on my Composite ARF 330S for precision non-3-D flying are below. Keep in mind I have a lot of throw in my control surfaces even on low rates, so you will want to experiment and find the best settings for your aircraft. (Note: I'm using a Futaba radio, so these numbers are listed as negative. For other radios—JR, Airtronics, etc.—you would dial in positive numbers.)

Aileron: -50% (left and right)

Elevator: -40% (up) -20% (down)

Throttle: -38% (this smoothes out the throttle response across the whole stick movement)

Rudder: -80% (left and right)

If you are skeptical, start with lower numbers, 0% would equal no exponential at all. Try a different setting after each flight and get to a point where you see your flying get smoother. You have heard all the top aerobatic pilots' names: Frazer Biggs, Quique Somenzini, Mark Leseberg, Christophe Paysant-LeRoux, Chip Hyde, Mike McConville, Bill Hempel, Kenny Lauter, Jason Noll, Jason Schulman, etc. I'm not even in the same league as these pilots, but guess what all these pilots have in common? Yep, they all make heavy use of exponential rates when setting up their radios. So pull out that radio manual and start dialing up that expo! You will be glad you did and your friends will be asking you what you did to improve your flying. _



ON THE SAFE SIDE

From AMA District VIII

In the Blink of an Eye

By Don Nix, Insider Safety Column Editor

More often than not, that's about all the time it takes for most accidents to happen. I can think of one personal incident where the quick blink of my eyes saved me from more serious problems.

A couple of decades or so ago while living in Southern California, my wife and I decided to spend a long weekend at a cabin we rented occasionally in a small village up near Big Bear in the San Bernardino mountains.

Being born lazy and losing ground ever since, I'm usually quite content to do as little as possible; especially if it requires exerting any physical effort. This time, though, I had an idea about how to both relax and do something productive at the same time. I'd just acquired a new RC kit I was anxious to get started, and since it was of the type that goes together rather quickly with a minimum of tools or accoutrements, I took it along to build.

Fortunately, the cabin was equipped with a rather large, long table perfect for laying out plans and materials. While my wife lingered over coffee the first morning, I got everything ready to go; punched out all the die-cut parts (pre-laser), identified everything, made sure nothing was missing (even read the instructions!), and reached for the thin CA.

I had been especially careful to bring along a brand new, unopened bottle of the stuff so I wouldn't be stuck without enough to finish or have old material. (Remember that word "stuck.") The container was one where you snap off the top to open, and then reverse it to become the cap to seal it back.

Looking at it carefully to be sure I snapped it cleanly, I did so and instantly got a face shower of CA.

That's where the blink of my eyes saved me. Amazing how fast our body can spontaneously and involuntarily react when attacked. Not a drop got into my eyes, although one lid was partially glued shut. That stuff does set instantly under the right conditions!

Surprisingly, I immediately knew what had happened. The material was packaged at near sea level, and I was up about 7,500 feet in the mountains. You can figure out the rest. The higher pressure inherent in the package at the lower altitude combined with the considerably reduced pressure at a much higher altitude.....

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In the Blink of an Eye Cont....

.....outside effectively converted it to aerosol form for a split second.

This would compare to sudden depressurization in an airliner at altitude, and works exactly the same way. Everything inside responds to an urgent need to go out until the pressure is equalized.

(Brief digression: Don't you die laughing at those disaster movies that show an airliner decompressing with everything and everyone being sucked outside for several minutes? No way, no how.)

I got the model ready to cover by the end of the long weekend, but spent a good deal of time peeling CA from various locations on my face and neck. Incidentally, just plain soap and water will loosen the stuff in most cases so it can be more easily peeled. There are commercial de-bonders available, of course, but I don't think I'd use them on my face or near my eyes.

Later, in telling the above story to a friend in the CA business, he told me about an experience his company had when installing a new CA filling machine. They got everything—electrical, pipes, hoses, etc.—all hooked up and flipped the switch to give it a trial run. When they did, a hose connection failed and all in the area were pretty well showered with CA ... the thin type that sets instantly.

Point: Most accidents do happen in the blink of an eye, and sometimes it's difficult to anticipate them. Fortunately, most are preventable with a little caution, good sense and forethought, and we'll deal with some of those in future columns.

In the meantime, if you've had an experience you'd like to pass on for the benefit of others, I'd be happy to hear from you: FLYERDON@aol.com.

Happy modeling and flying ... safely. Q

Field Photos



**Western R/C
Flyers
28th Annual
R/C Auction**



Buy & Sell

Sunday - April 26 - 2009

Firefighter's Union Hall - 6005 Grover Street Omaha, NE.

\$5.00 Adult Admission

(Sellers, Buyers, Spectators, admission required)
Children Under 12- Free

- Buyer/Seller Number & 1 Free Raffle Ticket
(Included with each Paid Admission)
 - All items will be sold in order of check in.
 - Bidding Starts at \$20.00
Sellers **MUST** group your Small Items!
 - 10% Sellers Fee for all items sold
 - If you buy back your own item there is a 10% Selling Fee
 - Sellers may designate a Minimum Selling Price on Item Registration Card . \$2.00 "No Sale" Fee on items not making minimum bid
- All items with no designated minimum bid will sell to the highest bidder!
- Checks or Cash only please!
 - Fast Computer Check Out!

For Additional Information contact:

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Email: rick.miller@kellogg.com
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Bob Boumstein,
Email: bbhwc@cox.net
Phone:402-334-0122

From Iowa: I-80 West from Council Bluffs Iowa to Exit 450 (60th St) turn North 2 blocks

From Lincoln: I-80 East to exit 450 (60th St), turn North 2 blocks

**Maps & Info available
www.WeFlyRC.org**

Detailed Maps and Info on our Website

www.WeFlyRC.org

Door Prize Raffle!

\$1.00 dollar a ticket!

New Convenient Location!

Just 2 Blocks North
of I-80 Exit 450
South 60th Street Omaha NE

**Doors open at 7:30am
Auction 10:00am – 4:00pm**



Tons of Bargains! Food, Friends & Fun!

Bring your unwanted hobby items and turn them into cash!

Airplanes, Heli's, Engines, Radios, Cars, Boats, Tools, Supplies & More!

Food and Drinks Available! BEER sales after 12 Noon!

All items will be considered in "AS IS", "unknown condition" by the Western R/C Flyers. As always, inspect the items closely **BEFORE** the auction begins!

All Bids are FINAL and no warranties or guarantees are expressed, or implied by the Western R/C Flyers.

~ 2009 Western R/C Flyers Event Schedule ~

2009 Tuesday Night Fun-Flys, Springfield, Every Tuesday night May 1st through September 4th! 2009
(Weather Permitting)

Food – Fun – Flying – Friends!

January 2009

Tuesday, Jan 6th - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(CAP meeting room, basement, far left of entrance)

February 2009

Tuesday, Feb 3rd - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, just inside right of main entrance)

March 2009

Tuesday, Mar 3rd - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, just inside right of main entrance)

April 2009

Tuesday, Apr 7th - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, just inside right of main entrance)
- Sunday Apr 26th – Western RC Flyers 28th Annual R/C Auction at Fireman's Union Hall located at 6005 Grover St. in Omaha. Doors open at 7:30am with bidding starting at 10:00am. Admission \$5.00 per person.

May 2009

Tuesday, May 4th - Meeting
- 7pm, Springfield Flying Site, bring a plane, open flying & food
- Sunday, May 17th – Q500 races at Mead.
Registration at 9:00am.

June 2009

Tuesday, Jun 1st - Meeting
- 7pm, Springfield Flying Site, bring a plane, open flying & food.
- Saturday, Jun 6th – Annual Spring Club Fun Fly at Mead starting at 10:00am. Open flying.
- Sunday Jun 21st – Q500 races at Mead.
Registration at 9:00am.

July 2009

Tuesday, Jul 6th - Meeting
- 7pm, Springfield Flying Site bring a plane, open flying & Food
Saturday, July 11th - Old-timers Fun Fly - 9am, Mead field
Sunday, July 19th - Quicke Racing
- Mead Field - Check in 9:30am, Racing 10am

August 2009

Tuesday, Aug 3rd - Meeting
- 7pm, Springfield Flying Site - bring a plane, open flying & food
- Saturday and Sunday, Aug 15/16th – Bud Hall IMAA Fun Fly at Mead. Aircraft limited to IMAA criteria and membership, large scale aircraft. May join IMAA at field. Criteria 80" wingspan monoplane, 60" wingspan biplane, or a true ¼ scale aircraft. Landing fee \$10.00 provides lunch both days and flying.
- Sunday, Aug 23rd – Q500 races at Mead.
Registration at 9:00am.

September 2009

Tuesday, Sep 1st - Meeting
- 7pm, Springfield Flying Site - bring a plane, open flying & Food (Last Tuesday food will be served)
- Sunday Sep 6th – The 2nd Annual Fall Fun Fly and Swap Meet. Outdoor swap meet free to WRCF members, \$5.00 for non-members. Swap meet setup after 9am. Open flying 10am through 3pm.
- Sunday, Sep 20th – Q500 races at Mead.
Registration at 9:00am.

October 2009

Tuesday, Oct 6th - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(CAP meeting room, basement, far left of entrance)

November 2009

Tuesday, Nov 3rd - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, inside right of main entrance)
- Nominations taken for 2010 Officers

December 2009

Tuesday, Dec 1st - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, inside right of main entrance)
- 2010 Officer elections

Want to schedule a 2009 event? Contact any officer or attend a club meeting with a proposal.

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Tailspin Newsletter
Western RC Flyers
Omaha, Nebraska

TO:

Western R/C Flyers Inc. 2009 Membership Application

Please print clearly!

Name: _____

Address: _____ Zip Code: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ IMAA Number: _____

Dues Paid: \$ _____

2009 Dues: \$35 (2009 Renewals must be paid by **February 1**) New/Renewal: ___ New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

AMA membership is required
Make Checks Payable to: Western R/C Flyers

Print this form and send check to WR/CF Treasurer:
Ed Splittgerber 5046 S. 174th St. Omaha, Nebraska 68135