



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

February 2015 Issue

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### A Word from the President



I hope all of your projects are on schedule and working out well for next year's flying. Do take time to inspect and possibly cycle any critical batteries in your radio gear.

The visit to the *Strategic Air & Space* museum was a success with GREAT displays and fun flying indoors. An RC flyers' social event for sure. Fun for all and a chance to spend time with friends and airplanes. Special thanks to our club members who brought out planes and media to display.

Recently requests were made by some club members to assist with learning some Aerobatic maneuvers. Within this newsletter I have followed up with some aerobatic training documentation via *Aristi* diagrams.

Also I want to remind folks of an auction Feb 7, being held in *Waverly NE* by one of our sister clubs, the *Lincoln Sky Knights*.

Hope to see you at the meeting and the auction.

**Thanks!**

**~ Rick Miller**



### Next Meeting:

**7:00PM Tuesday February 3, 2015**

**Natural Resources Center, Chalco Hills  
Recreation Area**



### Vice-President's Corner



Where did January go???? I didn't make it to the event at SAC, I hope there was a good turnout. I hear the auction in *Grand Island* went well, some of you found some treasures. The wife and I have been in *Florida* for the past two weeks. Beautiful weather there and I am so glad I had a *Hobby Zone Delta Ray* trainer sent down to fly with my grandson. Looks like the weather here is going to be windy and cold for the next few days.... maybe after the wind settles down.... I will see you at the airfield. Remember the *Lincoln Sky Knights* auction February 7<sup>th</sup>, 2015.... planning to attend.... told the wife to not make any other plans for me!!!!

Hope to see you at a meeting soon.....

**Keep Flying!**

**~ Richard Jonas**

## January Treasurer's Notes



Just a reminder that spring is just around the corner (*not more than 2 or 3 months away*) and we will be out flying again. I am willing to send membership cards to those who will send me \$35.00.

As of now the treasury is in the green and stable. We have a member who not only paid his dues for the 2015 season but donated an additional \$35.00 to the club. I have personally thanked him on behalf of the club.

*Respectfully submitted ~ Dean Copeland*



### **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.

**~ Please Pay your Club Dues by  
April 1st, or Earlier ~**

## January Meeting Notes



*Western RC Flyers meeting minutes, Wednesday, January 7, 2015 7 PM. (Chalco Hills) [Note, this was a change in the meeting date in order to access a larger meeting room at the Chalco location.]*

(6) Members present.

The meeting was called to order by WRCF President **Rick Miller** 7:10 PM.

Treasurer **Dean Copeland** was unable to attend the meeting. He reported (*via email to the officers*) that there was no change to the treasury during the previous month. It was moved/seconded/approved to accept the Treasurer's Report.

It was moved/seconded/approved to accept the December 2014 WRCF meeting minutes as published in the January 2015 *Tailspin Newsletter*.

### Old Business:

#### **2015 Sac Air-And-Space Museum Indoor Airshow:**

Discussion centered about the club's participation in the annual Sac Air and Space Museum (Ashland, NE) Indoor Airshow, to be held January 17, 2015. **Nelson Carpenter** indicated he will email WRCF members with details similar to that published in the recent newsletter. **Mike Lawver**, **Leroy Konecky** and **Tim Peters** plan to attend and setup/represent the WRCF table. **Rick Miller** will check on getting the club banner and the photo display; He will print some WRCF club applications for the display. **Tim** will coordinate getting the materials. Access to the *SAC Air and Space Museum* was discussed. All WRCF members are invited to attend the *2015 Indoor Airshow* and are encouraged to participate.

#### **Vandalism to the Mead Flying Site Storage Building:**

**Rick** reported that some ground-level windows on the *Mead* storage building had been broken, possibly by vandals throwing snowballs. He covered the broken windows with plywood and will submit a bill for materials at an upcoming meeting. **Rick** also mentioned that he is storing/maintaining the mower batteries at his home. **Rick** offered thanks to **Mike Lawver** and **Rich Jonas** for their work '*servicing the Mead flying site*' by filling holes and leveling the ground. The field is looking good for the upcoming flying season.

### New Business:

There was discussion about additional grass seeding of the runway, especially the newly-repaired areas. This should be done in the next month or so, especially if there is snow cover. Snow will protect the grass seed from birds.....

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## January 2014 Meeting Notes Cont...

....and give it a better chance to germinate. **Leroy Konecky** volunteered to get the seed from a local vendor. It was moved/seconded/approved to purchase grass seed; amount not to exceed \$50.

Informal discussion took place around:

- WRFC club treasury, ways to improve the treasury balance by increased membership; further discussion at the next meeting.
- Plans for 2015 flying events. **Nelson Carpenter** is 'firming-up' the dates; more discussion to take place at the next meeting.

At 7:58 PM it was moved/seconded/approved to adjourn.

### Show-and-Tell:

**Rich Jonas** discussed his upcoming *Florida* trip. He had the foresight to send a 'Park Zone' *Delta-Ray* plane with *SAFE* technology to his destination in advance of the trip. He'll have something to fly when he arrives!

**Tim Peters** brought the completed fuselage for his ARF 'Hanger-9' *Pawnee* (low wing scale agricultural 'spray plane'). This was acquired at a recent R/C auction. A *Magnum .90* 4-stroke motor is installed. The plane is equipped with *JR* digital servos and *Futaba Fast-Test* 7-channel receiver. The receiver provides telemetry for battery voltage back to the transmitter; audio alerts about low battery condition can be set up. It looked good at the WRFC club meeting with **Rick Miller's** 32x14



laminated prop attached, but ground clearance for the prop would be a problem!

**Rick Miller** provided a terrific display and presentation of his twin-cylinder *Fox 200cc* engine. He plans to use the motor on a 1/3 scale *Balsa USA Stearman* biplane. The engine was purchase from a source in Arkansas. Upon arrival it was noted that one of the cylinder heads was damaged due to careless handling by the *U.S. Post Office*. Rick described the process by which he was able to acquire a replacement head and receive compensation for the shipping damages. He also described the machining work required to get the replacement head to accommodate the configuration of the existing case and other cylinder. The finished *Stearman* will sport 'Red Baron' colors and a dual smoke system. Rick displayed a beautiful laminated wood 32x14 prop that he will to use with the twin-cylinder motor. We're all looking forward to seeing the completed project on the ground and in the air.

**Jerry Kenning** brought a "Dream Flight" *Libelle* glider for display. The *Libelle* is a discus-launch sailplane. Jerry plans to pack it for traveling so that he something to fly while away from home. Jerry was asked about the prospects for slope-soaring the *Libelle* along with possible slope-soaring locations in the *Elkhorn* area.

**Leroy Konecky** surprised those present with a special treat. He had done some cleaning and collected a quantity of modeling lead weights very similar to the commercial 'stick-on' variety. He was very big-hearted in providing the weights to everyone at the meeting. None of us were bashful about accepting **Leroy's** generosity. Thanks, **Leroy!**

*That's it!*

*~ Tim Peters*

## January's Show N' Tell



*Hangar 9 Piper Pawnee* was displayed by **Tim Peters**.



**Rick Miller** brought his twin-cylinder *Fox 200cc* engine along with the 32" prop to mount on it.

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Jerry Kenning shows the "Dream Flight" Libelle glider.



Leroy Konecky held a heavy can of lead weight.



Plenty of lead weight for everyone.



Once again the spring season promises hope for all forms of RC enjoyment. Out here in Vegas we have enjoyed great weather most days, we are already getting some high 60's and hope to see 70's in a week or so. My winter schedule has included Monday afternoons at a great park about 2 miles from home. We play with off-road RC cars, jumping the ramp and we have a HUGE concrete area (*former skate park*) that we can practice drifting on. Also I can fly my Quad Copter there (*below 400'*) Really nice, even has restrooms!

Recently I came across a local buy that included a really nice OS 300Twin 4 cycle in excellent condition, I included an on-board glow driver system (*glow driver system untested sold as is*) and a Miracle control panel 2 switch with fill port,



everything shipped to you is \$525 to



members and friends of the *Western Flyers*. The engine will appear on my next list at \$550 plus shipping. Additionally I have a selection of *Pitts Mufflers* most appear new or like new I believe them to be *Slimline Products*, no hardware is included:

- 4- Fit OS 40/46 \$12 each
- 2-Fit YS 91 \$15 each
- 1-for Super Tigre 61 to 90 \$12
- 1-for OS 61 FX \$15

(\$3 shipping per muffler please)

If you looking for an inexpensive quad copter that is tough as nails, try the *Dromida* for \$79 bucks, flies great can take up to about 10 MPH wind, does flips and has great LEDs. A lot of fun for cheap money.

Happy Flying!

- Bob Boumstein



# Fishing Up-North Country

Report and Photos by Jim Drickey



Well....here it is! I got the correct size hub/nut for my *Saito* engine on the P-47. It's a *TrueTurn* unit and mighty fine quality from those folks.

Zero wing work in progress. I had to remake all parts for the horizontal stab. They were missing from the kit. Check out that "old time" aluminum cowl that came with *Royal* kits. And how 'bout correct shape spinner for the *A6M Zero*. An absolute must if you want this airplane to look scale. I got the spinner from *Traplet*.

Putting mechanical retracts on with some obscure parts I ordered from *Dean's Hobby Rama* in Omaha.

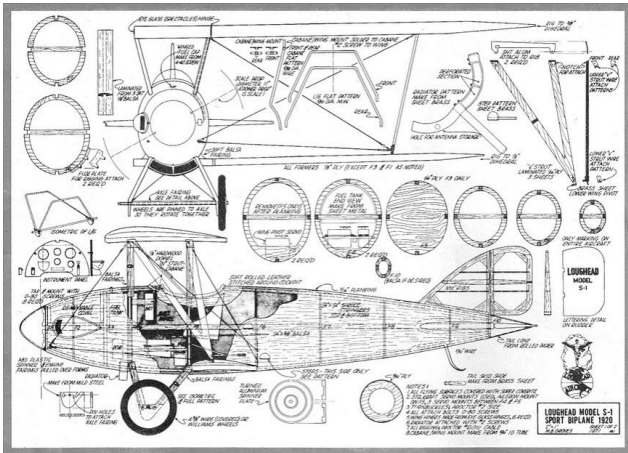
Wife (*the warden*) told me the spare bedroom is starting to look like an airplane hangar and something has to go! Weather up here in *Minnesota* warmed up a little, but not much snow on the ground this year. Helping to move my friend's ice fish house to another lake this week for a change up.

**Keep on, Keep'in on.....**





# A Great Plan Website



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

I recently stumbled across one of the best archives of model airplane plans you may ever see:

<http://www.outerzone.co.uk>

There are something like 6,000 plans listed, representing any facet of model aviation you could imagine. Old, new, power, glider, RC, free flight, etc. Most are user contributed and contain pictures and links to download documents. Which you can then take to places with big printers like Kinko's and print full size. Some are conventional designs you will recognize. Others are so unconventional that you may wonder how they could possibly fly. Perhaps due to long term "dope" (*the legal kind*) inhalation, but there once was a culture of creativity that puts our corporate cookie-cutter drones to shame.

Whether you harbor desires to build from scratch or not, the site is a lot of fun to explore, search and browse and you just might find the inspiration to build something.

~ Please Pay your Club Dues by  
April 1st, or Earlier ~

*Loren Blinde*

---

The Good ol' Days



# Joe's Buzzard Build

Report and Photos by Joe Mock



I decided to build a new Old-timer this winter and decided to build another **"Buzzard Bombshell"** after building my first one in 1973 and successfully flew it for several years. One of my prerogatives was to electrify it, noting from others at the field on the Old-timer event fun-fly's, how easy it was with virtually no power plant problem. With electric power they either go or they don't. If they don't, it is generally just a battery problem or a loose wire somewhere. I also like the no clean-up at the end of the day to your model. One other nice thing about electric, is that you can do a nice *Monocote* job, and it stays nice without the spray of oil during each flight, providing you don't try to re-kit it with your flying prowess.

My plane is a scratch built kit from plans acquired from a 1973 *R/C Modeler* magazine when Free-Flight was converted to radio control.

Much of my research was from an old *R/C Modeler* article by Robert Harrah. He was obviously very knowledgeable in his article and a big fan of the *Buzzard Bombshell*, i.e., his opening statement in the article: **"Born in the 1930's, a two time National winner by 1940, the Bombshell was a legend in its own time"**. Robert also states in the article that the *"Bombshell"* was/is one of the most famous aircraft in modeling history and was once the most dreaded contender in free flight contests and events.

Robert goes back in time to the "30"s to tell of the forming of a free flight club with the ominous name of *"The Buzzards"*. They were modelers not unlike modelers of today, with a desire to build and find adventure in the marvel of flight. I must note that the building desire seems to be a thing that is going by the wayside as far as building from plans and scratch building. In those days it was pretty much a necessity to do that, while today the vast array of ARF's, Plug and Play, Recv'er- Ready and other configurations of mostly already-built models available to the enthusiast.

Today this seems to overshadow the time consuming efforts of the building process. There is still a cadre of modelers like myself who still enjoy the building process, sometimes more than the flying, and certainly in the cold months of no-flying activity we experience here in the *Midwest*.

Robert spends much of his writing in the article to describe the excellent flying qualities of the *"Buzzard"* and the different ways that the clubs flew them in the old days. He talks about how long the bird will stay aloft after engine cut-off and 15 to 30 minute flights were the norm rather than the exception. He notes that the *"Buzzard"* would accept a wide range of engine power, from .29 to .60 size engines and fly about the same with all of them. He fails to say what the wingspan of his plane was, but I am guessing it was a 72 inch, which was the normal size for a *Buzzard* kit of the day. Today, plans are available from *"Klarich Kits"* for 50, 62 and 72 inches respectively. The specs on my kit are noted below.

As with most all scratch builders, the ability to make changes to what you think would better the design or make the plane fly better is a nice addition for the builder, and I am no exception. I have made many changes to the model, too numerous to mention. One change, while a problem to the *Free Flight* purist by not sticking to the original plans, is one that I happen to agree with while talking to one of the fellow club members.

He told me that almost all old-timers converted to electric are going to be moderately -to excessively tail-heavy, due to the absence of the weight of the heavier glow engines and if ignition, the coil and other components needed for ignition operation. He has built 4 or 5 old-timers and he lengthened the fuselage distance from the leading edge of the wing to the nose of the aircraft by 25 to 60 %. In other words, it is mostly a guessing game, due to so many variables in the vast number of Old-timer models. If that distance was 9 inches, he would lengthen it by an additional 4.5 to 6 inches. The logic to this is to achieve correct balance without adding weight to balance the plane. This of course will change depending on the size, weight of the battery and where it can be positioned in the plane, and will differ with every model design. If the battery can be slid completely forward just behind the electric motor, there may not be need to make the nose much longer, but since each old-timer is different, that must be determined by the builder.

In my case, it appeared it was going to be quite a bit tail heavy, so the nose was lengthened about 3 inches. It remains to be seen if that will be enough to balance it without adding weight. As previously stated, there were other changes, but this one was the most significant, thus the comment on it.

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## Joe's Buzzard Build Cont.

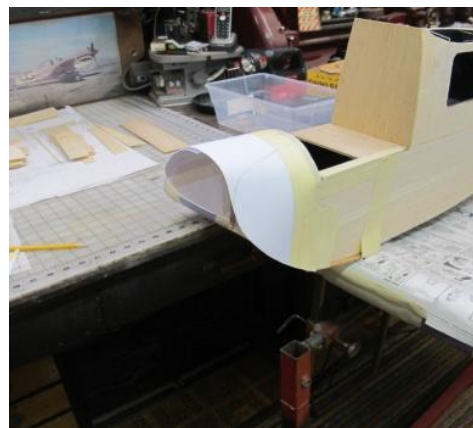
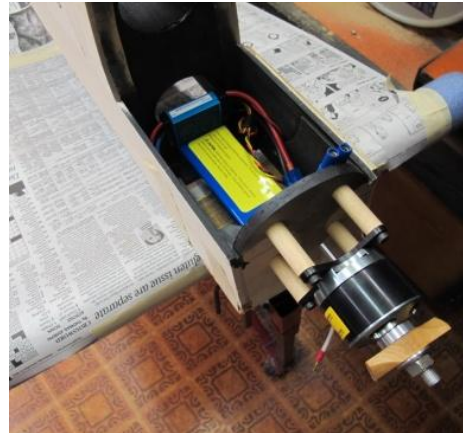
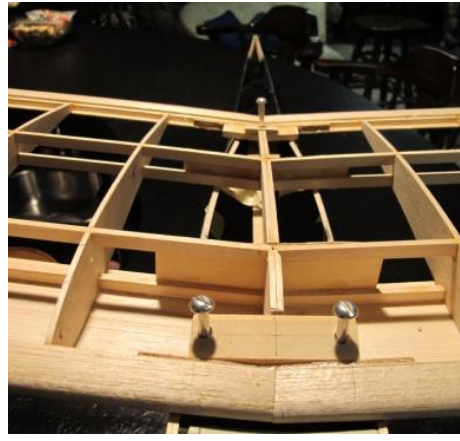
The specs on the plane are:

- Wingspan: 96 inches
- Est. Weight: 10 pounds
- Motor used: E-Flight 90
- ESC used: E-Flight 85 Amp
- Battery size used: E-Flight 6S-22.2V, 4400ma, 30c rate

This will be all for this month, and I have included a few pictures of my progress to date.

*Till next month....*

*Joe Mock*





# SAC Museum Airshow

Report and Photos by Tim Peters



In my opinion, the indoor airshow was much better attended than the previous year. The indoor flying had a wide variety of aircraft; there was an impressive demonstration from a pilot flying an electric helicopter. He did a variety of 3-D stunts. There was good participation from the local clubs both in flying and displays. There were several displays of UAV research projects including UNL.

The WRCF's display had a variety of visitors; Jim Henley, Rick Miller, Mike Lawver, Leroy Konecky and I spent time with spectators discussing the R/C hobby and the club. Several individuals indicated an interest in becoming WRCF members. Dean Copeland stopped by as well.

The entire event was held in the restoration hanger area with flying at one end and display tables at the other.



# Fundamental Aerobatics

by Rick Miller



Requests were made by some *Western Flyers* club members to assist with learning some aerobatic maneuvers. I will be following up in this article with some aerobatic training documentation via *Aristi* diagrams.

Below is a list of the maneuvers that may be covered. These are conventional maneuvers from *International Aerobatics Club*. The full size plane guys.

Aileron Rolls ---- Barrel Rolls ----- Slow Rolls -----  
Avalanche ----- Chandelle ---- Competition Turn -----  
Cuban-Eight ---- Eight-Sided Loop  
English Bunt ---- Half Cuban Eight ---- Hammerhead ----  
Humpty-Bump-- Immelman ---- Inside-Outside Eight --  
Lazy-Eight ----- Reverse Cuban Eight  
Reverse Half Cuban Eight ---- Rolling Turn ---- Spin ----  
Split-S ---- Square Loop ----- Tailslide ----- Wing Over

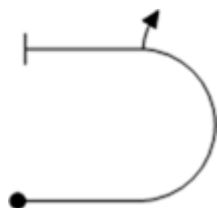
While some of these are more difficult than others, we will be starting with basic maneuvers such as the Immelman, Split-S, and Loop.

Their web sites is listed below. Please take a look at the figures and diagrams as we will be using them to discuss the maneuvers.

<https://www.iac.org/legacy/aerobatic-figures>

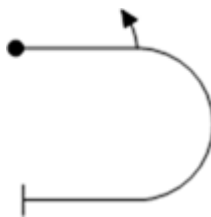
Practice these on your simulator if you have one. These basic maneuvers can be done with almost any model aircraft.

## • Immelman



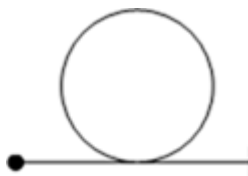
- Start(the solid black dot) with a half loop to inverted flight.
- A half roll (*the curved arrow line starting on the line*) immediately at the top of the loop.
- Ending (*the Tee symbol*) to upright level flight

## • Split-S



- Start(Dot) at high elevation
- Execute a half roll(half arrow line) to inverted
- Immediately execute a half loop downward
- End(Tee) with pull out to upright level flight

## • Loop



- Start(Dot) level flight
- Pull-UP in a rounded flight path until inverted with significant power applied
- At apex of loop(top) depending on the models power and speed, change contorlsto maintain proper round shape to maneuver
- On down line reduce power and maintain proper round shape
- As a full loop is completed pull out to level upright flight, on the same flight line as maneuver was started on
- End(Tee) of maneuver.
- ---while this maneuver is basic and relatively easy to complete, it takes practice to make it properly round.

Hopefully this works as a "starter" for some of you. I'll be sure to expand on this in the next Tailspin newsletter.



# ~ 2015 Western R/C Flyers Event Schedule ~

(EVENTS SCHEDULED IN RED ARE TENTATIVE UNTIL FINALIZED)

## January 2015

- **Wednesday, Jan 7th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.
- **Saturday, Jan 17th** - Strategic Air & Space Museum's Indoor Air Show 2015

## February 2015

- **Tuesday, Feb 3rd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.

## March 2015

- **Wednesday, Mar 8th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

## April 2015

- **Wednesday, Apr 8th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

## May 2015

- **Tuesday, May 5th** - Club Meeting 7pm, at MEAD FIELD, bring a plane, open flying.
- **Saturday, May 16th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

## June 2015

- **Tuesday, Jun 7th** - Club Meeting 7pm, MEAD FIELD, bring a plane, open flying.
- **Saturday, Jun 11th** - Annual Spring Club Fun Fly at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 18th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

## July 2015

- **Tuesday, Jul 7th** - Club Meeting 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 12th** - Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 18th** - Old-Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

## August 2015

- **Tuesday, Aug 4th** - Club Meeting 7pm, MEAD FIELD a plane, open flying.
- **Saturday, Aug 15th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Sunday, Aug 23rd** - Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch and flying. Rain date Aug 24th.

## September 2015

- **Tuesday, Sep 1st** - Club Meeting 7pm, MEAD FIELD - bring a plane, open flying.
- **Sunday Sep 6th** - The 5th Annual Fall Fun Fly and Swap Meet. Swap meet setup after 9am. Open flying 10am through 3pm.
- **Saturday, Sep 19th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

## October 2015

- **Tuesday, Oct 6th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- **Saturday, Oct 17th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

## November 2015

- **Wednesday, Nov 3rd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- Nominations taken for 2015 Officers

## December 2015

- **Thursday, Dec 1st** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- 2015 Officer elections





## Western R/C Flyers Inc. 2015 Membership Application

Please print clearly!

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Evening Phone: \_\_\_\_\_ Day Phone: \_\_\_\_\_

Email: \_\_\_\_\_

AMA Number: \_\_\_\_\_

Amount Paid: \$ \_\_\_\_\_

**2015 Dues: \$35** (Renewals should be paid by **April 1**) New \_\_\_ Renewal \_\_\_ (Check One)

Sign Here: \_\_\_\_\_ Date \_\_\_\_\_

**Membership subject to approval. AMA membership is required.**

**Make Checks Payable to: Western R/C Flyers**

Complete this form and send with check to WR/CF Treasurer:  
Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118