Western R/C Flyers

OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

January 2018 Issue

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A Word from the President

Our deepest sympathies to the family of **Leroy Konecky** on their tragic loss. Leroy will be missed by his family, many friends, all the people he helped, and his service to the community.

Further he will be missed by the RC airplane community as he was a valued and contributing member to the *Western RC Flyers*. Leroy really enjoyed radio control flying, he had fun. Leroy had some great laughs, some big smiles, and fun times with our hobby and hobby community. We will miss him greatly. His willingness to help anyone, to step up to any task, as he showed leadership by example. His passing will leave a hole in my heart, as I am proud to have called **Leroy Konecky** my friend.

To all of you I wish a Happy New Year!

See you at the Field! ***~ Rick Miller***

Next Meeting: TBD

Vice-President's Corner

I don't have much to say about anything I've done lately, but I do have a few words to say. As most of you know by now Leroy passed away. He was one of the friendliest guys I have had the pleasure to meet and know. He was always willing to lend a hand and help out. He would help with club events and fixing things for the field. Always had something nice to say. He will be sorely missed by everyone that knew him. God bless you Leroy.

Fly 'em! ***~ Rick Haneline***

Treasurer's Report

There isn't any news on the Treasurer's front. Some new members. Also, dues are being paid and our coffer is building back up to handle our club's 2018 budget. Please continue to send your dues in, and I'll be sure to turnaround your new 2018 field card. Thanks.

Here's hoping that you all have a Happy New Year.

Your Treasurer ***~ Dean Copeland***

~ *Dues for 2018 are Payable now thru April 1st. Thanks for your Cooperation. ~

*Your dues may be mailed to Dean Copeland, Treasurer at 15668 Fountain Hills Dr. Omaha 68118

- Leroy Konecky -

Round the Skunkworks

By Tim Peters

I received some sad news regarding the upcoming *Lincoln Sky Knights* auction. I have been given a '*cease and desist*' order whereby I cannot procure any additional aircraft:

Federal Aeronautics Administration
Washington, D.C.

Mr. T. Peters
Omaha, NE
January 1, 2018
Dear Mr. Peters:

It has come to our attention that the contents of your model aircraft construction/restoration hangar (*aka 'Skunkworks'*) have exceeded the allowed number of aircraft for such a facility. Inspectors noted long-term storage of derelict aircraft and parts at this location.

You will cease and desist with the acquisition of additional aircraft until such time that the present inventory is reduced by attrition or other acts of nature. (*Knowing your flair for reckless flying habits, this should be accomplished in the next few months.*)

(*Additional governmental blah, blah, blah here……)*

Feel free to contact one of our inspectors for a subsequent review of your hangar.

With warm & kindest personal regards,
FAA Management

Busted!

Meanwhile, real headway has been made with refurbishment of **Jim Henley's** .40 size *Decathlon*. Most of the progress took place after I gave up trying to use some '*Brand X*' heat-shrink covering and purchase a couple of rolls of Monokote. There is a reason why this material has been around for 50+ years. It handles compound curves better than *Brand X* and is easier for a hack like me to use. The *Decathlon* has (6) servos, one for each elevator half, rudder, throttle, and one for each aileron. It will use an *OS .40 AX* (*nitro*) motor with Pitts style muffler. Jim even had all the '*nuts-and-bolts*' components bagged up for re-use. This has got to be the nicest '*Swap Shop*' acquisition I have ever made. Look forward to seeing it airborne at *WRCF Mead* soon!

FAA REGISTRATION REQUIREMENT

Within the January 2018 issue of *Model Aviation*, the "*AMA in Action*" column presented information on the Federal Aviation Administration's registration requirement of our model aircraft. Currently before the U.S. House and Senate is a national defense bill that the president is expected to sign. This bill contains language that will have all hobbyists comply with the legal requirement for registering our RC models. That includes displaying your FAA registration number with AMA's on your models.

For more information, refer to the January issue of *Model Aviation* magazine beginning on page 16.

SAC Indoor Air Show

By Tim Peters

Saturday, January 13, 2018 was the annual 'Indoor Air Show' at the Strategic Air-and-Space Museum near Ashland, Nebraska. A number of area R/C clubs displayed aircraft at the event including the *Western RC Flyers*. **Rick Miller**, **Rick Haneline**, **Bob Wheeler** and **Tim Peters** were there to man the club's two tables during various times.

Also noticed was *WRCF* Ace **Steve Rasmussen**, who was presenting as part of the *Omaha Soaring* (*full-size*) *Society*. Lots of spectators came through and were provided with *WRCF* club information. A number of free copies of '*Model Aviation*' magazine were given away. Several spectators asked for information regarding '*how to join*' and were provided with membership forms; lots of people asked about the location of *WRCF*'s flying site.

It was a good day and much great '*public relations*' activity took place. Thanks to all from the *Western RC Flyers* who provided support for this event.

~ *Dues for 2018 are Payable now thru April 1st. Thanks for your Cooperation. ~

*Your dues ($35) may be mailed to **Dean Copeland, Treasurer at 15668 Fountain Hills Dr. Omaha 68118**

Windfreak

By Loren Blinde

How's that for an airplane name? This is another of my *RCM* archival memories come to life. October & November 1978 to be precise. One of the best magazine covers without a bikini ever. Well, other than **Tom Wild's** *Riser* on the cover of the April 2009 Model Aviation.

The old magazine cover and the construction article have been bugging me for nearly 40 years, so retirement reminded me it's time to put that ghost to rest. Stumbling upon a plan on *Outerzone* (https://outerzone.co.uk/plan_details.asp?ID=5725) helped put things in motion.

The *Windfreak* is a 100", rudder/elevator thermal sailplane. No big deal, those things were common as dirt in the late 70's. But this one was definitely a departure from the norm.

First of all, it's a flying wing. Stability and pitch control provided by a reflexed airfoil section. With elliptical polyhedral.

It came with some unique building challenges. First, the airfoil thin enough that the wing rod tubes could not be angled to provide the required center section dihedral; the wing rods had to be bent to 10 degrees … all three of them … permanently glued into the fuselage … and in perfect alignment.

The original was designed with a fuselage about a servo wide and a pivoting tow hook for launch. Mine was to be electric and after quite a bit of searching I found a 28mm motor strong enough to haul around 1,400 square inches of glider on a 3 cell battery.

The best part of the build was the elliptical polyhedral. It required a one-off building board made of a Celotex surface glued to two band-sawn formers cut to the required curve. It really worked quite well, other than convincing two upper leading edge balsa sheets that it was indeed possible to bend two ways at once. They protested; I won out. Once completed, the wings are surf board solid.

In the original article, the designer made some rather ambitious claims about performance. But go figure, he knew what he was talking about! This is one nice flying glider. Decent glide, wide speed range and the tightest thermal turns I have ever flown. I missed my guess on down thrust but a couple of washers and an elevator trim setting fixed that.

Not sure if this is real or coincidence, but the plane seems to attract soaring birds, perhaps because of the wing shape? It has on each of the three occasions it has flown.

If the *Lovesong* I wrote about a few months ago was a product of *MTV*, this one is definitely from the disco era. All I need now is a mirror ball to hang in the sunshade next season.

Western R/C Flyers

Things Learned about Electric Flying – KISS Method

By Jud Bock

About five (5) years ago or more, I injured my back in a motorcycle accident and it left me with a pinched nerve in my back. Because of that, bending over a model at the field trying to make a balky engine work became difficult for me. I needed to go to the field, put my plane together, plug in a battery and go fly, normally sitting in a chair for long duration flights. The answer to my dilemma was to convert to electric or quit the hobby.

I always enjoyed the sounds of engines, and listening to them was very instrumental in flying R/C. I am sure that any reader who has flown electric realizes that silent flight, while much more quiet, is also more difficult to know when and how much throttle is required with your model with no sounds to assist you.

I started with small electric indoors models, and even with those, learning to fly with no noise was a learning process. After my back injury, I decided to sell all of my glow and gas engines and convert all of my glow/gas outdoor planes to electric. This is a learning process in itself, to determine which motors will perform as well as a glow or gas, and which ESC and battery to use, etc. If you ever do decide to go this route, it is suggested that you ask someone who has experience in this conversion process, as it may save you many bucks in not ordering the wrong electric items. I speak from experience in this endeavor, as I hate to think of the wasted money I have spent with a motor and ESC not matching, and ordering the right size motor, but with the wrong KV's, which determines the RPM. So, with this background information, I will try to tell you in as few words as possible, some basic information. You can get all of this on line of course, but it you are like me, much of detailed information on-line is way over my head, and I need the KISS method in all things electronic, (*KEEP IT SIMPLE STUPID*).

MOTORS: As anybody familiar with the Internet probably already knows, there are literally thousands of motors available for your project. All of the hobby sites have them, but I still almost always order from Hobby King or an U.S.A. based company, Value Hobby, because they have the best selection, and normally the best prices. Saying this, their quality sometimes isn't great, but when the motor is normally one half or less than the big name dealers, one can put up a poor one once in a while. I have found that the ones I have trouble with, the smaller ones, are also very cheap. You sometimes get what you pay for…..right.

However, the larger motors seem to be very good and dependable. You might consider buying a better quality small motor to eliminate the chance of getting a bad one.

Now, let's say you have a plane currently powered with a .40 sized glow engine. Which motor should you go with? Fortunately, the numbers given to you in the motor description actually do mean something. Using the KISS method again, I refer you to this internet page https://lucienmiller.com/2016/08/10/what-size-motor-do-i-need/ which you can copy/paste and research on line if that is what you wish to do. This is very detailed information, way above my head. I, using the KISS method, find out what motor to replace the glow that is on the model or recommended for the model, by merely going to one of the hobby sites that list electric by comparable glow size. Most of the hobby sites do that now, and it saves you a lot of work. Just go to that .40 size electric motor spec. on line, and look at the data. It will generally give you the numbers on the motor, (*if you want to look for a different brand, etc, you will have the correct size information to search*), recommended ESC and sometimes recommended prop sizes. You can research it all day and drive you nuts, but this is the easiest and fastest way to determine what electric power system you will need for your model.

ESCs: While ordering the proper ESC for your electrical system is not difficult, as the proper one is generally, (but not always), listed in the motor specs. Sometimes the one listed is not necessarily correct. What you intend to do with the plane should have a bearing on the proper ESC. If you intend on just using the motor to pull the plane to altitude, and then turn it off and glide around, (Old-timers and Gliders), like I do much of the time), a simple, cheap ESC will do the job. Mine normally never even get warm, let alone hot. However, if you are going to have you motor running at near full speed the whole battery charge, such as a racer or even a sport plane, you should consider a larger ESC than recommended. If a 50 amp ESC is called for on a .46 size ESC, I generally go with an 80 amp ESC. That way, I never have any trouble with it overheating on hard flights. They may cause you some installation problems being bigger, but will generally be with you the life of the plane. In my early time with electric, I burned out several ESC's going with the recommended size, thus the buying bigger than recommended. Also, unless you are very electronic smart, just go with the factory settings, and don't try to mess around with all of the settings you can change with the card you can buy. I still don't understand how to do much of it, and really have no trouble with the factory settings.

Cont. page 7

Electric Flying – KISS Method Cont.

PROPS: Again, most motor specs give you a recommended prop size, but some don't. You must remember, the battery size determines the motor RPM's. If you have a .60 size motor, and it has a KV of 400, you take the KV (400) times the battery voltage. Say you have a 4S battery with a total voltage of 14.8 X 400, you will have a RPM of 5920. That's not very fast, so you need to do one of two things. Either use the largest prop that will clear the ground and with a ton of pitch, or look for a different motor with a larger KV number. I have found that when you get into the larger motors, the KV is many times lower than I wish, but generally can compensate for more power needs with the higher pitch of the prop.

ARMING PLUGS/SWITCHES: Not much to say on this except if you have a larger motor, because safety is the No.1 factor, I highly recommend an arming plug. It is so easy to accidently hit the throttle stick on your transmitter when carrying it around, and the electric goes to full throttle instantly. A fellow modeler in another club I belong to, found this out the hard way, and went to the hospital where they took 20 stitches to fix his hand after a .60 size electric turned on accidently and the razor sharp blades of the big prop cut him up badly before he could get out of the way. I also don't trust the fail-safe throttle cut-off on transmitters and use a rubber band holding the throttle in the off position till I have set the model down and have plugged in the arming plug. I make the arming devices myself, as they get expensive to buy. If you can solder, you can easily do it.

The last thing I recommend if you are seriously getting into Electric, is to buy a professional model Weller (or some other brand) soldering iron, because you are going to use it a lot. Also, be sure to use rosin solder and not acid core solder.

Electric is great for the ones of us who need it, but sure as heck is not as simple as a glow or gas. It is simply a learning process, and when it works, it is great. I do miss the sound of the engine to let me know when I should apply power or not, but it is something to put up with and learn how to use. I do have to smirk a little when I go to the field, and see Nelson with a glow or gas bending over it cranking and cranking and not getting it started, and I carry my plane to the field, plug in the arming switch and am flying 5 minutes after I get to the field. That concludes the KISS method of electric flying for your perusal…..

WRCF Members 2017

By Tim Peters

Find the club members. Forward, backward, up, down, diagonally.

Good Luck!

M	R	B	J	Y	Y	Y	K	W	N	N	O	O	M	Y	K	M	W
N	A	E	X	P	E	T	E	R	S	O	N	G	S	K	N	M	S
B	N	M	V	L	N	L	E	O	E	S	F	O	L	C	W	C	B
U	D	L	I	W	Y	K	N	M	N	T	S	S	S	E	N	N	I
W	M	A	O	L	A	P	I	E	K	E	N	N	I	N	G	F	M
A	B	R	B	B	L	L	A	L	H	M	S	E	O	O	H	X	O
T	B	U	G	R	B	I	E	N	G	E	L	S	P	K	C	O	B
S	B	T	D	L	E	K	E	M	A	L	A	H	U	R	D	M	J
O	A	A	I	Y	A	L	D	F	X	C	L	E	R	M	A	Y	O
N	O	N	R	L	C	U	L	E	R	X	A	E	O	T	S	C	H
U	D	J	O	R	L	O	S	I	D	P	G	P	H	S	L	A	W
E	S	B	J	J	Y	E	P	T	M	N	O	E	T	C	N	K	R
H	B	R	Q	D	B	S	R	E	I	R	R	L	E	E	T	J	I
K	O	O	O	O	A	A	V	T	L	N	R	E	L	D	E	I	F
E	C	W	O	S	C	Y	N	A	L	A	A	I	L	A	V	L	M
L	A	N	A	U	R	E	I	B	E	R	N	T	I	V	R	U	Q
L	J	S	S	R	T	E	Y	G	R	E	B	D	L	O	G	D	Q
Y	N	E	U	X	D	E	R	B	Y	K	P	L	J	F	Y	I	E

AUSTIN, BAILEY, BAKER, BARRY, BLAYNEY, BLINDE, BOCK, CARPENTER, CLEMETSON, COPELAND, DERBY, DMILLER, FIEDLER, FLOYD, GOLDBERG, HALAMEK, HANELINE, HENLEY, HOWARD, INNESS, JACOBS, JBROWN, JOHNSON, JONAS, KELLY, KENNING, KONECKY, LAWVER, LILLETHORUP, MATHER, MAYO, MILLIE, MITCHELL, PACANA, PETERS, PETERSON, PIEKEN, POLLARD, RASMUSSEN, REIBER, RMILLER, SBROWN, TENTINGER, TILLER, WALSH, WATSON, WILD, WOSCYNA

Solution found last page of newsletter.

~ 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

Solution to Crossword Puzzle

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+ R + + Y Y Y + + + N + + + Y + + +
+ + E + P E T E R S O N + + K + + +
+ + M V L N L E + E S + O + C + + +
+ D L I W Y K N + N T + S S E N N I
W + A O L A P I E K E N N I N G + +
A B R + B L L A + H M S E + O H + +
T B + + R B I + N + E + S P K C O B
S B T + L E K E M A L A H U R + M J
O A A I + A L + F + C L + R M A Y O
N + N R L C U L + + + A E O T S C H
+ D J O R L O S I D P G P H S L A W
E S B + J Y E P T M N O E T C N + R
H B R + D + + R E I R R L E E T + +
K O O + + + + + T L N R E L D E I F
E C W O S C Y N A L A + I L A + + M
L A N A + R E I B E R N + I + R + +
L J + + R T + + G R E B D L O G D +
Y + + + + D E R B Y + + + + + + + +
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(Over,Down,Direction)

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AUSTIN(6,9,SE)                BAILEY(2,6,NE)
BAKER(5,6,NE)                 BARRY(2,8,SE)
BLAYNEY(6,7,N)                BLINDE(6,7,SW)
BOCK(18,7,W)                  CARPENTER(17,10,NW)
CLEMETSON(11,9,N)   COPELAND(6,10,SE)
DERBY(6,18,E)                 DMILLER(10,11,S)
FIEDLER(18,14,W)    FLOYD(9,9,SW)
GOLDBERG(16,17,W)   HALAMEK(13,8,W)
HANELINE(18,10,SW)  HENLEY(10,6,NW)
HOWARD(1,13,SE)               INNESS(18,4,W)
JACOBS(2,17,N)                JBROWN(3,11,S)
JOHNSON(18,8,NW)    JONAS(5,12,NW)
KELLY(1,14,S)                 KENNING(10,5,E)
KONECKY(15,7,N)               LAWVER(7,6,NW)
LILLETHORUP(14,17,N)          MATHER(17,8,SW)
MAYO(15,9,E)                  MILLIE(3,3,SE)
MITCHELL(18,15,NW)  PACANA(13,11,NW)
PETERS(5,2,E)                 PETERSON(5,2,E)
PIEKEN(7,5,E)                 POLLARD(11,11,SE)
RASMUSSEN(18,12,NW)REIBER(6,16,E)
RMILLER(11,13,NW)   SBROWN(1,8,NE)
TENTINGER(6,17,NE)  TILLER(3,8,SE)
WALSH(18,11,W)                WATSON(1,5,S)
WILD(5,4,W)                   WOSCYNA(3,15,E)
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Western R/C Flyers Inc.
2018 Membership Application

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____

Amount 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 and send with check to WRCF Treasurer:

Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118

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