Western R/C Flyers

OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

January 2019

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A Word from the President

It's time to get ready for this year's flying season. To start, we have a club meeting scheduled for mid-February. I hope many of you can make it. The activity and events schedule will be honed in. Also, let's see some of your building projects going on this winter.

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

Again, I hope to see you at the February meeting.

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

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

Happy New Year 2019

Meeting: Mid-February

Date and time to be announced.
Papio NRD – Wherspann Lake

Vice-President's Corner

I really don't have anything this month. Haven't even worked on the planes in the basement. Been kinda busy with other things. I should have something to talk about next month. You all keep building. It's not that long till spring.

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

Treasurer's Report

Happy Holidays and thanks to all the WRCF members that have helped thru-out the 2018 season to provide a really nice place to fly our models.

As most of you are probably doing the same thing that I am, working in the shop on either new projects or repairing planes for the new season.

As treasurer I must remind each and every one of you that it is necessary to renew your dues so that we can continue to provide you with one of the greatest flying sites in the country. We have been having club meetings at the NRD facility and would encourage you all to try and attend, also bring along your projects, completed or under construction.

If any of you have club receipts that you need to be reimbursed for please send them to me for payment.

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.

December Meeting Notes

A Western R/C Flyers meeting was held Wednesday, December 12th at the Papio NRD offices in Chalco Hills, with 10 members in attendance. President, **Rick Miller** called the meeting to order at 7:00 pm.

Dean Copeland provided a treasurer's report, and indicated that 13 members have paid their dues for 2019 as of meeting time.

Old Business:

The roster for 2019 WRCF officers, first presented at the November meeting, was finalized. Rick Miller again thanked the volunteers for their service:

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 need for mower maintenance before next season was discussed further, and **Mike Lawver** said he would be addressing it.

New Business:

Nelson Carpenter said that **Bernie Baker** has volunteered to help with field mowing. Thank you Bernie.

2019 Events:

Several members expressed interest in adding new events to the 2019 season…

Mike Lawver expressed interest in an amateur aerobatic event. Rick Miller said it could be based on the IMAC rules, where you could fly basically any type of airplane, with each participant flying the same aerobatic routine.

Nelson Carpenter brought up a WWI fun-fly, citing the growing number of members flying this type of aircraft would allow for a good turnout.

Jim Henley suggested a biplane fun-fly.

And, **Rick Haneline** mentioned an electric-only fun-fly as another option.

All suggestions were discussed favorably by the members present. **Rick Miller** called for another meeting to finalize a list of 2019 WRCF events, and it was decided by the group to schedule it for the end of February. It was also decided that each 2019 WRCF event will be preceded by an email to members soliciting volunteers to help with that event.

A couple of other upcoming items of interest were brought up by members:

- January 13th - *Grand Island Modelers Auction*, Heartland Events Center, 8am - 5pm.
- January 19th - Indoor Air Show, *Strategic Air Command Museum*, 10am -2pm.

At 7:45 the meeting was opened for members to share their winter projects.

~ Western RC Flyers Meetings ~

THE FEBRUARY MEETING WILL BE HELD AT THE PAPIO NRD OFFICE (NATURAL RESOURCES CENTER) LOCATED AT LAKE WEHRSPANN. AN E-MAIL WILL BE SENT ANNOUNCING DATE.

Mead Field Weather Station

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

This and That

By Nelson Carpenter

Three winter "*build*" projects are presented in this month's newsletter. **Jud Bock** has completed his in the usual record time. Since finishing his scratch-built WWI warbird, he moved on to a second project which is also done. I'm saving Jud's already completed write-up and photos for the February newsletter. Stay tuned. **Jim Henley** has a nice winter build going with his "*Razor Back*" that is nearing completion. My *PT-26* is making good progress. I plan to trick it out with additional features (*whistles and bells*) that aren't called for in the plans. Anyone else have a project on-going or recently completed that I can show in the next newsletter?

Pearl Harbor Day on December 7th was commemorated by four club members who braved the bitter cold that day (*low 15*) to fly at Mead. **Larry Inness**, **Ron Pacana**, **Bernie Baker**, and myself. Just Larry and Ron flew their WWII warbirds (*Zero, P-38, and P-51*) while Bernie and I stood by to witness. The runway was mostly snow covered with some areas of ice. Truth be known; the arrival at the field, the three flights, and our departure all took place in less than an hour. It was frigid cold, but the tradition that Larry and Ron perform each year on *Pearl Harbor Day* continues.

The business portion of the December club meeting didn't take more than an hour. Then we ended with a couple of "Show n' Tells" brought in by **Dave Kelley** and **Tim Peters**. Good thing that we had the large conference room with long tables, as Dave rolled out the plans for his current project – a *B-26 Marauder* bomber. The first sheet stretching across the tables over 114 inches was for the fuselage! The wingspan is another 20 inches or so greater than the fuse. Big? You bet! Tim's presentation wasn't as large, but just as interesting. He showed us his original FPV (*First Person Video*) camera setup which was fairly simple compared to what he is experimenting with today. If you ever want to get into FPV for your airplane, Tim is the guy with the knowledge.

From the Spirit of St. Louis R/C Flying Club, St. Charles, Missouri

How to Adjust a Two-Needle Carburetor

Typically, carburetors come from the factory close to being preset. If you have torn down your carburetor for a thorough cleaning and examination, or you just want it to run right, here's a good starting point.

With the throttle barrel in the full open position, close the high-speed needles until it stops. Then, back it out three turns. Now, with the throttle barrel almost closed, do the same thing with the idle mixture screw. This is your baseline.

Some carburetors have a throttle-stop screw. Usually we set these so the air hole in the carburetor barrel completely closes off at full low throttle trim. When adjusting some idle mixture screws, the carburetor barrel wants to rotate and get pushed inward, making it a little difficult to get a good setting. All you have to do is lock the throttle arm so it cannot rotate or go in while you are adjusting the idle mixture screw.

Here are 10 steps for setting up almost any two-needle carburetor:

1. Start the engine and go to full power.
2. Set the high-speed needle to maximum power and back off about ¼ to ½ turn.
3. Go back to as low an idle as you can achieve.
4. Turn the idle mixture screw until the engine stops. While the engine is off, back the idle screw out ½ to ¾ turn.
5. Restart the engine at idle.
6. The engine should be idling pretty well.
7. Reset the high-speed needle to maximum rpm and back off 200-300 rpm.
8. Return to idle and let the engine idle for about 15 seconds.
9. Quickly move the throttle to full power and listen to the transition from idle to full power. If it instantly goes to full power, you are finished.
10. If it hesitates or sags a little, it is still too lean. Back out just ¼ turn. Repeat step 9.

When you are finished, at about ½-trim setting, you should be getting a good fast idle at high-throttle trim. You should be able to shut the engine off at full low-idle trim. That's all there is to it!✈

The Morane-Saulliner Model L

Chapter 3 (Final)

By Jud Bock

When we left at the end of Chapter 2, I was finished with the framing of the project and was moving on to the covering and finishing part, my favorite part. I had noted in Chapter 1 that if any unusual or hard to find items were needed, you should start early to obtain them and I did. I ordered a pilot and machine gun from two different sources at the start of the project on-line, and normally I have good luck with doing it that way.

This time, I had trouble. First, the WW 1 pilot I ordered was way too big, due to the fact that in the advertisement, no dimensions were given other than it was for a ¼ scale. That can mean almost anything, but with an 80-inch wingspan, I figured that it would be O.K. When it finally came, it was way too big, and by the way, if any of you guys flying the big gassies need a big WW 1 pilot, see me. So, I immediately placed another order at a different company for a smaller one, but it was really a WW 2 warbird pilot, which I really didn't want. As they didn't offer what I wanted, I ordered it anyway.

The reason I didn't order it from *China* where they had the big selection and the right time era pilots, was because they take so damned long to get them. Naturally, their *U.S.A.* warehouses didn't carry them, so they had to come from *China*, which as you probably know, can take from 3 to 6 weeks to get. I also ordered the machine gun from a business located in the U.S. for the same reason. Both the pilot and the gun were back ordered, which was not noted in the advertisements when I ordered them. When I complained to the company's they sent me an email that told me they were back ordered, which was how I found out. This was about 4 weeks after I had ordered them. So, I asked them what guns they had in stock, and was told that they had only the "Lewis" in stock. Not what I wanted, but I told them to send it anyway, because on this plane it wasn't that important. So, I finally got a pilot from a different war and a machine gun from the wrong country, but only the history experts in the club will know the difference.

I always get curious when I am scratch building a project, concerning the balance being correct. This time was no different, so I loaded the battery, motor and ESC into the plane at their approximate locations and attached the wing with my trusty cord with handles on both ends and slid the line to where I thought the balance point should be and lo and behold, it was almost perfect. I am always hopeful in a scratch-built bird to not to have to add weight, as it is even more important with an electric powered bird to keep it light.

I had to cover the tail surfaces as I was building because covering them after the whole plane was constructed would have been very difficult to do a good job. So, I continued until the whole bird was covered in ivory *Monokote*. It was now time to make the insignia. The wing insignia on this model was very large, and it took me quite a few pieces of trim *Monokote* to make it all.

Finally, I assembled it all…….. the *Clorox* bottle cowling…… the WW 2 pilot in a WW 1 plane and a British machine gun in a *French* warbird and weighed it all. It came in at just under 7 pounds. About what I had calculated in the beginning. I always wish they were lighter, but I know I have ample power for a 7 lb. airplane.

And last, but not least, I noted in another article, that this was the first armed aircraft to shoot down another aircraft with the machine gun shooting through the prop. It was also mentioned that they shot the props off some of the planes, so they added a piece of metal to the back of the prop to deflect the bullets. Note the photo.

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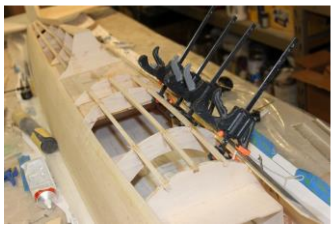
Giant Scale P-47 Thunderbolt

By Jim Henley

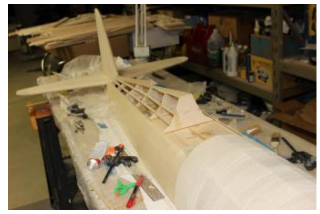
The *P-47* build continues, the top has been sheeted and work begins on the bottom. The fuselage is flipped over in the stand and bottom formers are glued in. Wing saddles and tank floor are also added. Before the bottom stringers are put into place I installed the retractable tail wheel, air lines and steering cables the difficulty in accessing the tail wheel necessitates its installation at this time. With that completed sheeting the bottom of the fuselage can begin.





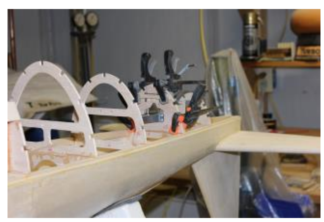










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PT-26 Cornell Project

By Nelson Carpenter

At the time of this writing, I have all of the airframe built. There is a bit of detail work to do yet. Such as the cockpit, flaps, and mains. Then I will start in on the covering. I bought four rolls of *Ultracote* "*dark yellow*" and it will most likely take all four rolls to finish it. *Canadian Air Force* markings will come last.

This is a *Dynaflite* kit which has been one of the better kits I've built. I got this kit in a trade with **Bob Burt** years ago. I had a *Stinson Reliant* quarter scale kit that he wanted. Believe **Mike Crosby** ended up with the *Reliant*. Anyway, if any of you builders get a chance to buy a *Dynaflite* kit, jump on it! The kits are well thought out and construction is straight forward. I've had fun building this one. For that matter, I have another *Dynaflite* kit, a *Fly Baby* with an 84" wingspan, stashed under one of my benches for a future build.

Simple wing construction.

Two servos will be installed in each wing for ailerons and flaps.

Bottom of right wing showing location that the split flap is retracted. I'll modify the flaps by using a Fowler flap type extension.

Wings are mostly sheeted.

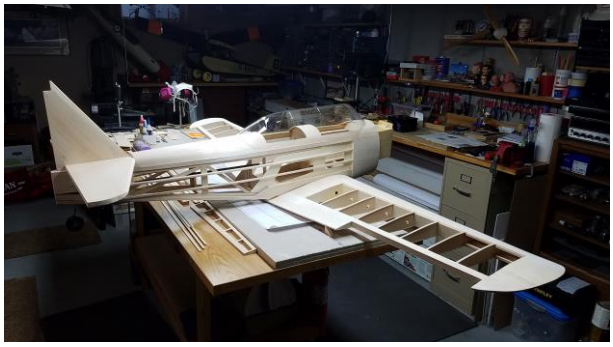
The 89" span wings were set with dihedral less that what called for in the instructions. I raised one wing 7.25 inches, rather than the 9.75 inches.

Top view of wing before sheeting. Shows the exposed cavity that will hold the left wing flap.

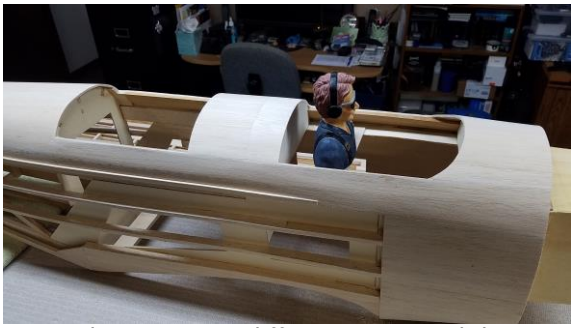
Cont. on page 8

PT-26 Cornell Project Cont.

Canopy over tandem cockpits fits well and proportional to scale of airplane. The canopy was meant for an AT-6 kit.



My building surface consists of a double layer of ceiling tile set end-to-end against another two ceiling tiles for a total length of eight feet. Under that is a door bought slightly damaged from *Menards*. With a flat and level door underneath, the ceiling tiles are ideal for pinning parts on the plans. The bench is placed in the middle of my workshop so that I can easily walk around the project as I build.



The two cockpit areas are different in size and shape on the PT-26 than on a PT-19. Rather than the 19's round open "*holes*" for the two pilots, the 26 openings are much larger as seen in the photo. On the 26 there is a fully enclosed canopy that extends over the large openings of the two cockpits.

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

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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