



OMAHA NEBRASKA
AMA 857 - IMAA 284

TAILSPIN NEWSLETTER

July 2013 Issue

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A Word from the President



Well the flying season is upon us. The weather has been challenging this season and a bit wet at the field.

The field is shaping up nicely with the exception of the low spot at the southeast side of the field. We are attempting to get some fill dirt in this area, however the field is too wet to get a truck in to the area. So I will continue to try and get this task completed.

We have the July events coming up with the Club meeting on the 2nd, the *Fun Fly* on July 14th and the *Old Timer/Glider* fly on the 20th. Also let's not forget the *Don Neill Scale* event on 3rd and 4th of August. It will be hosted by the *Lincoln Sky Knights* and held at their field near Waverly, Nebraska.

Hope you all are having fun flying this season, I know that I am. A special thanks to **Jim Henley** for covering for me while I was out, recovering from back surgery. Hope to see you all at the club meeting Tuesday evening July 2nd. Be sure to bring a plane to fly.

Thanks

~ Rick Miller

Next Meeting:

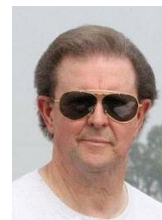
7:00 PM Tuesday July 2nd 2013

Location: Mead Field

(Bring something to fly!)



Vice-President's Corner



We held our first meeting at the field for the 2013 season on June 4th. While the runway is not completely back to normal, it is more than adequate to fly from. I was flying a plane with wheel pants and had no issues taking off or landing on Tuesday evening and Sunday's fun fly.

This month's *Spacewalker* photos show the painting of the air frame. The colors are gloss white and burgundy, the paint is *Rustoleum* thinned with acetone and catalyzed with *PPG* acrylic enamel catalyst. If you should want to try this method, be sure to wear your paint respirator. I was told this paint combination is sort of like spraying "CA" in the air.

Hopefully next month we will have photos of the finished aircraft and a flight report. Until next time, **BUILD SOMETHING!!**

Let's build and fly!

~ Jim Henley

June 2013 Treasurer's Notes



Our club is in very good financial standing as we go into the month of July. The treasurer's report will be given at the July meeting. Hope to see you all at our field for some good flying.

Thank You!

~ Dean Copeland



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

June 2013 Meeting Note



Notes taken by Rick Miller in Rick Johnson's absence.

Meeting called to order by club Vice President Jim Henley. The meeting commenced at 7PM June 3, 2013 at our Mead Field.

- Due to weather affecting our *Spring Fun Fly* last month, we have opted for an "*Open House Fun Fly* on July 14th." We will require AMA license and open to all.
- Discussion ensued to get emergency information posted in our safety cabinet on the wind sock/light pole. This task assigned to Rick Miller.
- For emergencies at the field use this phone number **402-443-1000** It is *Saunders County Emergency Dispatch*. (Mead FD and EMS is dispatched through this service) Provide field location:
 1. South of Mead Cattle Company on County Road 9 approximately 3/4 mile.
 2. Flying field is on immediate east side of the University of Nebraska ARDC Facility Maintenance building.
 3. Buildings are approximately 1/2 mile east of County Road 9.
 4. Geographical coordinates are N 41 degrees 10.644' and W 96 degrees 28.096'

The meeting closed at 7:30pm and we continued to fly.

That's it!

~ Rick Johnson



Slope Soaring in Nebraska

By Tim Peters



How many times has this happened to you—it's really nice outside (*warm, sunny, etc.*) but way too windy to enjoy typical R/C outdoor flying? I've started enjoying a facet of the hobby that actually requires a breeze: *R/C glider slope soaring!*

I have wanted to try slope soaring since I got started in this hobby. 'R/C Modeler Magazine' (*no longer published*) would often contain articles on slope activity in California, particularly in the San Diego area. It was interesting to read about gliders that could stay aloft as long as the wind was blowing, and even more fun to hear about slope gliders racing against each other. More recently (*and closer to home*) the AMA 'Model Aeronautics' magazine has reported the annual *Midwest Slope Challenge* at Wilson Lake, Kansas. Still—that's 300 miles from the Omaha metro area.



I've often thought that we should have local slope soaring activity, especially with the proximity of the *Loess Hills (Bluffs)* in Western Iowa. My wife **Janet** and I often take nature walks in that area, especially the *Hitchcock Nature Center* north of Crescent, IA. Still I have yet to find a suitable location that is easily accessible and has the necessary conditions.

What is needed? First off, I'm just a beginner at this and there are others in the *Western Flyers (Loren and Tom—please provide input!)* with more knowledge than I possess. You need a gently-sloping hill that faces into the wind. The idea being that when the wind approaches the slope, it has nowhere to go but up over the hill. Anything in the path of the wind will be carried up with it. So as long as you have a glider that is capable of staying in the up flow of the wind, it can remain aloft. If the airplane gets too far down the slope, or if the wind carries it over the slope, it will lose the effect of the rising air and ultimately have to land. So the idea is to launch the plane from the top of the hill and try to keep it into the rising air. Sounds easy, huh?

Cont....

Okay. I won't speak for you, but getting to the top of the hill is the first challenge. I'm in the 60+ year-old age group, and I can climb a few hills but by the time I get to the top I'm too tired to do much else. What I need is a hill that has access from a road, preferably with parking close by. **Janet** and I often walk at some of the Omaha, Nebraska area lakes. Many of these bodies of water are controlled by a dam that usually has auto parking in the vicinity. Some sites like *Wehrspann Lake* and *Cunningham* have dams that face north/south. My thinking is that since most of the winds are from the north or south, and that the dams span a quarter mile or more in length, that these local dam site locations could be possibilities for trying slope soaring.



What kind of glider is needed? I had several requirements for a slope soaring aircraft. The plane needs to be light. I suspected that the updraft at the dam sites would be very narrow and it could be difficult to keep a heavier (*and therefore faster*) plane in the lift. I also felt that the glider needs ailerons in order to respond quickly. Finally it should be rugged as the landings might take place at a higher-than-average speed and possibly rough terrain.



My first plane is a *Sig 'Fling'* that I acquired from local celebrity R/C

flier **Joe Cole**. (*Joe is a professional magician and is an excellent entertainer —just ask him! ☺*) The *Fling* satisfied the first two criteria: lightweight and has ailerons. Rugged—not so much, but it does have the appearance of a 'scale sailplane' which is kind of cool for slope soaring; many such planes are '*flying wings*' with little resemblance to the real thing. I gave it a few hand tosses to check the balance and controls prior to trying it on the slope. I had narrowed my slope site search down to the two lakes described earlier and my thinking was that I would look for days where the wind direction has it flying away from the lake and the landing zone is in the grass. Hopefully the grass would be tall enough (*and my flying skills sufficient*) to have soft landings and the *Fling* would survive. At the same time I ordered a *Zagi*...

Cont....

...glider from *Trick RC*. The *Zagi* meets all my requirements but could be a little tricky to launch. Stay tuned — I'll let you know how it works in a future *Western Flyers Tailspin Newsletter*.



I had a week of vacation from work in early June and was thinking that there might be a day where I could make my attempt at slope soaring with the *Fling*. Monday morning the winds were predicted to be 15-25 mph out of the south, and *Cunningham Lake* sounded like the place to try. The lake is on the north face of the dam—I could



fly into the wind from the other face and avoid landing in the water if there wasn't enough lift. It was around 9 AM when I arrived. The grass on the slope was a surprise—it was waist-high; so I

knew landings should be pretty safe. I walked about halfway across the length of the dam and found a good launching spot. From my reading I knew that I should launch the plane into the wind and try to fly parallel to the slope face staying in the up flow and making all turns into the wind. (*The flight path looks like a figure-eight, but narrow and long.*) What I didn't know is whether the dam was tall enough to provide a sufficient updraft. I was using a *Futaba* radio with a *Futaba* park-flyer receiver; I was also hoping that radio range would not be an issue. The wind was a fairly steady 10 mph.



It turned out okay. The wind did toss the plane around quite a bit; I was glad to have the aileron control. The 'lift area' was somewhat narrow, but there were times when I was able to gain 20-30 feet of altitude higher than where I stood and I could relax for a few seconds. Most of the time the plane was around 15' higher than the ground, so it was a little exciting just to see if I could keep the glider aloft. Landings were easy; I just set down parallel to the slope face in the tall....

Cont....

...grass. I only had to walk a short distance to retrieve the airplane. I did three different flights with the *Fling* that day, all were successful. I left the park thinking that maybe even a little more wind (*steady, not gusty*) could have been even better.



Meanwhile, construction of the *Zagi* is complete and I am looking forward to trying it on the slope. Get a glider, wait for a day that's 'too windy to fly' and come join me. Let's see what other locations we can find in our area to enjoy this aspect of our hobby!

Contact me: tpeters99@cox.net

Come Fly With Us!
Only \$35 Year
 AMA Membership Required



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.



Also helping put the field back in shape were **Richard Jonas and Leroy Konecky** who rebuilt and repaired several of the airplane stands. The stands were in bad shape. But much better now. Further, the two long seating benches are no longer rickety. New lumber and a slick paint job you will now see. Thanks Richard and Leroy, you both did a good job, and we all appreciate it!

RC NEWS FROM LAS VEGAS



Okay, I have new title for my column. I want to share with you other exciting stuff that is related. I hope you're all doing well.

Need a strong servo? How about 300oz torque at 4.8 volts or 350 at 6 volts for \$17.50 well *Solar Servos* are the answer, these are available for *HobbyPartz* on line. (<http://www.hobbypartz.com/solar.html>) So good, so little money; you will be sending me thank you notes and candy.



I have not totally un-packed and my engine business may not be up and running until July 15th as we are in process of moving our stuff out of our condo. The new house underwent a month of remodeling. We are nearly 100% done, waiting for a light fixture on order. I had a natural gas line installed for my new *Weber Grill Monster*. Why I dragged propane tanks for years is now a puzzle to me.



Last week I participated in my first sanctioned RC Car event, the name of it is *RECON G6*, they have a website. Though I cannot go up mountains I can

run the *Terra X* portion. In the attached photo my buggy is the EXO green one. It is brushless and I run a 3S lipo, it is fast and capable but a pain in the *toukas* (rear end?) to work on. I had a great time (100 degree weather) but due to electrical failure I DNF (*Did Not Finish*) in the main, though I was leading by $\frac{3}{4}$ of a lap, pretty good for an old guy! They had a "*Drag the Sled*" event. I brought my tank and pulled it all over the lot, quite amazing!



Best Regards

Bob Boumstein

OLD - TIMER Fun - Flys

Hosted by
*Western R/C
Flyers*



www.WeFlyRC.org



AMA Card Required

Location: Western R/C Flyers Mead Field 20 minutes west of Omaha, Ne.

Air Tractor AT-502 Spraying at Mead, Nebraska 25 July 2009

<http://www.youtube.com/watch?v=jSMUjd7Fwfo>

*Western R/C
Flyers*

OMAHA, NE - AMA 857
AMA card required to fly

OPEN HOUSE FUN FLY SUNDAY JULY 14TH

Any type or size of airplane, gas or electric may fly!

**Trainers, Sport Flyers, Scale, Single Wing,
Multi Wing, Single Engine, Multi Engine,
Gliders, etc.....**



All AMA pilots & spectators welcome. Bring your lawn chairs and portable sun shades are welcome! Unisex Porta-Pot, plenty of flight line parking and spectator space. Spectators must remain behind the flight line.

Location: Western R/C Flyers Mead field 3.7 miles south of Mead on highway 78F. Take Center street (Omaha, Highway 92) west, past Yutan to Mead. Turn South on Highway 78F. Go approximately 3.7 miles turn left at sign.

For more information contact:

Visit our Western R/C Flyers website for maps & info!
www.WeflyRC.org

OLD - TIMER Fun -Fly

Hosted by

*Western R/C
Flyers*



www.WeFlyRC.org



Saturday July 20th starting 9:00am or earlier

plus



GLIDER FLY

For both Winch Launched and Electric Sailplanes

*Starts immediately after Old Timer Fun Fly at 12:00 noon
or little earlier. Lunch provided with pop and water.
NO ENTRY FEE*

PARTIAL SPRING FUN FLY



The morning of Sunday June 2nd, we all arrived at Mead Field for a decent weather-day for the club's *Spring Fun Fly*. But we were preempted by a cropduster at 12 noon. (See YouTube video link above that I made in 2009 at Mead.) The university was about to have a few of their nearby fields dusted by aerial application within a half hour of us being notified. What they didn't want was anyone close to the operation so as to not risk exposure.

Disappointedly, while also understanding, we all packed up and got out of there by noon time. At least we were able to do some flying in the morning, and have lunch.

Photos show the variety of aircraft we had at the fun fly.



Cont....





Dallaire with "new" antique open rocker arm OS FS .60 engine.

ITEMS FOR SALE

Club members are more than welcome to send in their radio control aircraft items for sale to be posted in the monthly newsletter. Send description and photos to nelsonsc3@cox.net There's no charge.



Goldberg Sailplane has OS FS .40 engine.

Listed for sale by **Rick Miller** are the airplanes and engine shown on this page. All are ready to fly with four-stroke engines, however batteries need to be checked. Each comes complete with engine, servos, receiver, and transmitter (Futaba.)

Some nice airplanes to join us at our monthly *Old Timers* gathering! Other planes have sold, so better hurry! Contact Rick for additional information at 402.510.6714. Demo flights may be possible.



Quaker has Magnum .52 engine.



Mounted on the *Dallaire* is the OS FS .60 engine.

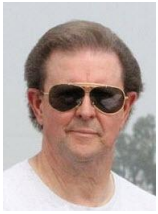


Thor has OS FS .20 engine.

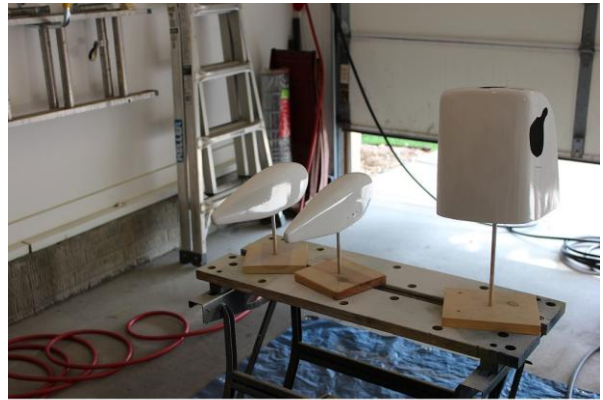
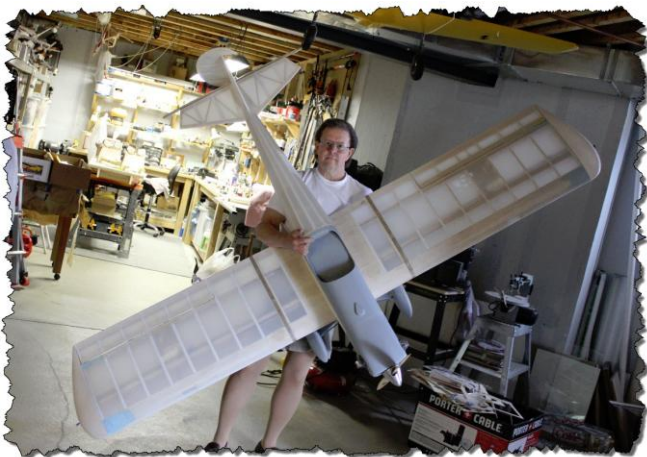
Sig 1/3^d Scale Spacewalker

By Jim Henley

Part VI - Painting



The *Spacewalker* has been painted and roughly 60 feet of blue pin stripe has been added. The fuselage will have the striping completed when the pin stripe arrives from the supplier. The *Spacewalker* was painted with *Rustoleum* paints. The base was gloss white and the trim is burgundy. The paint is enamel that has been catalyzed with PPG acrylic catalyst and thinned with acetone. The paint handles well but must be carefully strained into the gun. In addition, proper respiratory protective equipment must be used to protect against the overspray and fumes. I used a medium sized HVLP gun to spray the paint. I had hoped to have the airplane finished by this time, I am running behind schedule (*not unusual for me*) however, I will still have the construction completed by the end of the month.



Cowl and wheel pants in base coat



Cowl



Main landing gear legs

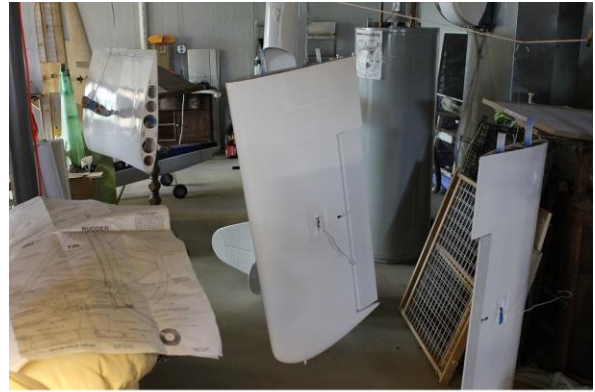


Wing Center section

Sig 1/3rd Scale Spacewalker Cont....



Wing outer sections



Wing outboard sections



Wing outer section



Fuselage



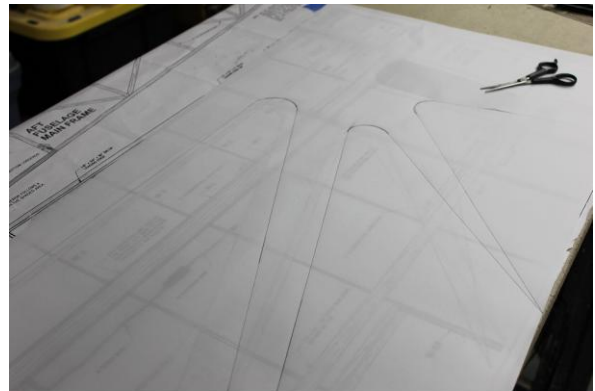
Fuselage



Taping wheel pants



Wing Center Section



Starburst pattern for wing

Sig 1/3rd Scale Spacewalker Cont...



Cowl in Burgundy paint



More masking tape



Wheel pants in Burgundy trim



Wings in Burgundy trim



Scallops Lay out



Fuselage and wing center



Wing layout



Landing light and blue pin stripe



Fuselage in trim paint waiting for pin stripe



Completed wings



Front view



Pin stripes on and fitting wind screen



Ready for pin stripes



~ 2013 Western R/C Flyers Event Schedule ~

2013 Tuesday Night Fun-Flys at Mead, Every Tuesday evening May 7th through September 1st!
(Weather Permitting)

January 2013

- **Tuesday, Jan 2nd** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.
(Downstairs meeting room – north end bldg)

- **Saturday, Jan 26th** - SAS Museum Indoor Airshow and Chili Bomb. Multi-club event.

February 2013

- **Tuesday, Feb 5th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(CAP meeting room, basement, far left of entrance)

March 2013

- **Tuesday, Mar 5th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.
(Downstairs meeting room – north end bldg)

April 2013

- **Tuesday, Apr 2nd** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.
(Downstairs meeting room – north end bldg)

May 2013

- **Tuesday, May 7th** - Club Meeting 7pm, at MEAD FIELD, bring a plane, open flying & food.
- **Saturday, May 18th** – Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

June 2013

- **Sunday, Jun 2nd** – Annual Spring Club Fun Fly at Mead Field starting at 10:00am. Open flying.
- **Tuesday, Jun 4th** - Club Meeting 7pm, MEAD FIELD, bring a plane, open flying & food.
- **Saturday, June 15th** – Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

July 2013

- **Tuesday, Jul 2nd** - Club Meeting 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 14th** – Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 20th** - Old-Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

August 2013

- **Saturday, Aug 3rd & 4th** - Don Neill Scale Contest. Multi-club Fun event hosted at Skyknights Field in Waverly.
- **Tuesday, Aug 6th** - Club Meeting 7pm, MEAD FIELD a plane, open flying.
- **Saturday and Sunday, Aug 10th** – Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch both days and flying. Rain date Aug 11th.
- **Saturday, Aug 17th** – Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

September 2013

- **Sunday Sep 1st** – The 5th Annual Fall Fun Fly and Swap Meet. Swap meet setup after 9am. Open flying 10am through 3pm.
- **Tuesday, Sep 3rd** - Club Meeting 7pm, MEAD FIELD - bring a plane, open flying.
- **Saturday, Sep 21st** – Old Timers Fun Fly with Glider Fly – Starts at 9:00am with flying until 3:00pm.

October 2013

- **Tuesday, Oct 1st** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- **Saturday, Oct 5th** – Old Timers Fun Fly with Glider Fly – Starts at 9:00am with flying until 3:00pm.

November 2013

- **Tuesday, Nov 5th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- Nominations taken for 2012 Officers

December 2013

- **Tuesday, Dec 3rd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- 2012 Officer elections



Tailspin Newsletter
Western RC Flyers
Omaha, Nebraska

TO:

Western R/C Flyers Inc. 2013 Membership Application

Please print clearly!

Name: _____

Address: _____ Zip Code: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ IMAA Number: _____

Dues Paid: \$ _____

2013 Dues: \$35 (Renewals should be paid by **April 1**) New/Renewal: ___ New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

Membership subject to approval. AMA membership is required.

Make Checks Payable to: Western R/C Flyers

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