



OMAHA NEBRASKA
AMA 857 - IMAA 284

TAILSPIN NEWSLETTER

June 2014 Issue

President: Jim Henley

Phone: 402-445-0948 email: jhandmehenley@g.com

Vice President: Rick Miller

Phone: 402-624-2530 email: rick.miller@kellogg.com

Website Director: Joe Halamek

Phone: 402-592-7876 email: Weflyrc10@yahoo.com

Treasurer: Dean Copeland email: dcopeland937@centurylink.net
Address: 15668 Fountain Drive, Omaha 68118 Phone: 402-334-2787

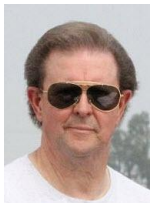
Secretary: Tim Peters

Phone: 402-758-8936 email: tpeters@cox.net

Tailspin Editor: Nelson Carpenter

Phone: 402-709-3651 email: nelsonsc3@cox.net

A Word from the President



I would like to thank everyone who came out to Mead for the May club meeting to help fertilize the runway. Now that I understand what that task actually requires, it can be scheduled in the future at a time when it does not impact our flying time.

With the seeding and fertilization along with the rain, the field should be in good shape for this season's flying. So do take advantage of every opportunity to get out and get some fly time in.

Don't forget we have some great events that will be coming up this season, along with the old timers and gliders gatherings.

Let's build and fly!

- Jim Henley

Next Meeting:

7:00PM Tuesday June 3, 2014

[Mead Field](#)



Vice-President's Corner



The really good news is that the month of May the "Rain Gods" dumped some needed rain on our recently seeded and fertilized flying field. What a difference that has already made! Also, the university sprayed our field for weeds a few weeks ago.

With the month of June, flying should shift into high gear with lots going on and plenty of open flying at Mead. Get yourselves out there and join the rest of us.

Thanks!

- Rick Miller

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

May 2014 Treasurer's Notes



As of May 1st we had a total of 33 members.

A copy of the May 2014 Treasurer's report will be passed out at the June meeting.

Your Treasurer

- Dean Copeland



Tom Wild's glider at the Midwest Slope Challenge



May 2014 Meeting Notes



(13) Members and attendees present

Called to order by WRCF President Jim Henley 7:00 PM.

President Jim Henley thanked all for their assistance with getting the Mead flying site fertilized. (*This took place prior to the start of the meeting.*) Richard Jonas obtained the fertilizer and brought it to the field—THANKS! Jim pointed out that the low spot on the south area of the runway is beginning to fill in.

Treasurer's report was presented by Dean Copeland. Dean announced (3) new members; WRCF has 33 on the membership roster as of May 6. Recent expenses were presented: \$129 for fertilizer and \$116 for replacing the metal door for the shed (\$116 includes door + miscellaneous hardware). It was moved/seconded/passed to approve the Treasurer's report.

Old Business:

Insurance for Shed Contents: Nelson Carpenter brought the quote he had received for insuring the mowers and other items stored in the machine shed. The coverage provides \$3000 of protection with a \$500 deductible. The annual premium is estimated at \$100. It was moved/seconded/passed to proceed with getting coverage from the vendor. Nelson will follow up on this, he will provide club contact information to the agent and get the final price. Photographs of the shed and its contents will need to be obtained.

Shed Door Replacement: Rick Haneline has purchased the metal door and delivered it to the site where it is being stored in preparation for install. Jim Henley will coordinate getting electrical power needed for the project. Rick H. will schedule a time for doing the door replacement.

New Business:

Aviation Day at the Strategic Air & Space Museum, (Ashland NE): Saturday, May 31, 2014, 11 AM - 5 PM. Jim said that (1) table has been requested for WRCF use and asked for volunteers to man the table. Leroy Konecky and Tim Peters will provide support; Tim will be there for the first part of the day and Leroy will do the afternoon portion. Jim Henley and Tim Peters will coordinate to get the WRCF club banner; Rick Miller was asked whether he could locate the excellent photos of recent club events that were displayed at the last Aviation Day. Other volunteers are welcome, feel free to contact Jim Henley if you can help!

AMA District IX Fun Fly: Event to be held at WRCF Mead site June 28, 2014. Jim Henley described recent conversations with AMA District IX VP Jim Tiller regarding the event. Past occasions have included a 'friendly competition' among attending clubs—with a traveling trophy for the winning group. There was discussion about the kind of competition event to hold; there is interest in

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May 2014 Meeting Notes Cont...

having a simple 'Takeoff-Loop-Roll-Land' timed event. Jim expressed the need for the membership to come up with ideas so that the competition event can be finalized during the June meeting. Regarding food for the *Fun Fly* - Jim has talked with **Dennis Bender**; Dennis is willing to provide food for the occasion. It was approved to have Jim finalize those discussions with Dennis. It was also mentioned that the lunch fee for pilots be 'rolled-in' to the 'landing fee' for the fun fly. Jim will provide an update at the June meeting. **Bob Burt** suggested there may be a need for additional toilet for the day of the event. **Dean Copeland** will look into the cost and report back.

Field Mowing: Jim said there is a need for volunteer(s) to mow for the upcoming weekend (May 10-11). Several in attendance said they could help.

WRCF Old Timers and Gliders Event Scheduled for May 17 at the Mead flying site: **Nelson Carpenter** mentioned that it will be hard to sponsor the event due to other commitments by the membership. It was Moved/Seconded/Approved to **CANCEL** the May 17 WRCF Old Timers and Gliders Event. (Just this one date; other Old Timer's and Glider events are still on the schedule!) Nelson will contact **Joe Halamek** (WRCF website webmaster) and **Keith Paskewitz** (Metro R/C Flying Website webmaster) to have the web site content updated with this notification.

At 7:15 PM it was moved/seconded/approved to adjourn.

Show-and-Tell:

Jim Henley showed the cockpit instrument panel that he has created for his *Stinson Reliant*. The base of the panel front is a stained wood lamination. The instruments are built into the panel; Jim also created dual 'steering-wheel' controls for it.



Rick Haneline provided the group with a great demonstration of his *quadcopter*. The quad hovered and flew very well at the field despite the strong and somewhat gusty winds that were present.



Open Flying was held after the conclusion of the meeting.

That's it!

- **Tim Peters**

ATTEMPTED THEFT AT FIELD



Some of us went flying at Mead on Memorial Day. We did some glider aero-tows and had a visitor who attempted to steal the towline off the runway. A *Meadowlark*!

The hundred feet of tow line was a bit much, so **Tom Wild** cut up some shorter pieces of string which the bird took away to build a nest. The picture is crap for publication, but it was fun to see in person. Persistent little *bugger*, kept trying to lift that much line.



Reported by **Loren Blinde**

Building Up-North Country

Report by Nelson Carpenter



The club's fisherman in Minnesota, Jim Drickey, sent proof that the ice is out of the lake and stated that the fish are just waiting for the bait. After a tough winter up there, I'd venture to say living up there is worth it all.

Especially with the amount of airplane building Jim is able to accomplish over those winter months.

Jim sent photos of the *Guillow's Heinkel 100D* in its bones. How many of you ever built a Guillow's kit? In my youth, many years ago, I built several as they were fun to put together. Today I don't think that I'd have the patience with such small stuff.

Anyway, Jim says: *"The crush cut Guillow's parts require finesse to keep from destroying the parts when building. But the Heinkel is ready to cover. I'm gonna do two-tone green camo. Ready to cover, bottom light blue, top of wing first of two color green camo. Had to marry wing to fuse to complete bottom structure before fuse bottom color could be put on. Wing tissue will be shrunk later. As this kit long time out of production, canopy was missing. Ordered a P-51B canopy from Easy Built to use as replacement, very similar shape. I think it will look okay. Gonna do 3 blade prop with balsa spinner for display and will fly with 2 blade as seen in the picture."*

And if anyone is wondering, the FW 190 is under way. Parts for this kit just about all cut out."



Jud's View

by Jud Bock

Well Fellow *Western Flyers*, your esteemed newsletter *Editor Nelson* has asked me to assemble some wordage to help him fill out the fine newsletter he puts together each month, although I am not sure that my contributions will be of much value. However, since I like jawing the written words, I shall attempt to comment on some of the subjects currently bouncing around our hobby.

In the last A.M.A. magazine, there was an article about the apparent conflict in different clubs with the general flying population and the FPV group. While I have been in the R/C hobby some 50+ years, there is much I am not familiar with, and the acronym "FPV" was one of them. I read and re-read the article several times and not once was the definition of "FPV" noted. So with my government experience of 38 years of acronyms, and how to use them, I jotted off an email to the editor of the A.M.A. magazine and suggested to him that the writer should note the definition of all acronyms with the first usage of it in the article. Then the reader would know what the article was all about as the acronym appeared again in the article. I was pleasantly surprised that he responded quickly with an apology and told me what FPV meant.

By this time I had researched the meaning and knew that "FPV" meant "First Person View." Further research meant basically flying R/C, or I guess any aircraft, by looking at a screen or with goggles which projected how the



airplane was flying via a camera in the aircraft. Since I have never seen that done at a field, it was new to me. But the research told me that it is a very

fast growing part of the hobby and many of the old school type of flyers aren't happy with it at all.

Safety would be the concern of course, with the anti-FPV people saying that at the least, there must be an assistant standing next to the person flying the plane by a camera to make sure that there isn't anybody or thing in the way when they are landing or flying by. Some clubs just wanting it banned completely.



Possibly it will never become an issue due to the rather pricey equipment needed to do FPV, but I was also told that the systems range from rather inexpensive to very expensive, depending on the quality of the equipment, (rather like a Pinto versus a Caddy), so we shall see....

I think it would be a ball myself, and it would be like I was back in the cockpit again. But from what I can determine, it is difficult to judge distance with FPV and accidents are the norm in the beginning. Thus the safety concern. I bring this up because I wonder what the feeling is among the *Western Flyers* general population. It is my feeling that with the strong interest in the FPV, that it will eventually become a factor at the *Western Flyers* field and the other clubs as well.

So it is something to ponder and if you read the article like I did and never knew what the writer was talking about till researching it, this was what it was all about.

Till next time....Jud Bock



RC NEWS FROM LAS VEGAS

By Bob Boumstein



Eflite will release a 250 size fixed pitch heli with a SAFE system later this month at about \$250 RTF. This new safe technology will help get many more people into



our hobby, which is good thing for us. The ability to fly and recover in an emergency will reduce the failure rate of every beginner's experiences. The SAFE Cub is out which should be a hit tool!

There has been a lot of talk out here about "drones" and yes, we should have concerns as many planes and copters are camera capable but seem to violate the FAA rules of 400 feet high (*more important in urban areas I think.*) I am a bit confused because I have been told model rockets can go to 1,200 feet, which I think is an issue. If you own a 350 QX quad copter and install the Version 2 upgrade, your quad can approach 900 feet in range now, this could be enough to aggravate the drone situation. I do not plan to install the upgrade in mine, as I am not interested in the GoPro mode that replaces the Red mode I currently have. I have kept my flying heights in town to the 400-foot level, which I feel is plenty high enough.



Do you have a motor that needs repair? If so I can recommend Bill Jensen at BJ's Model Engine Service in Beacon Falls, CT. You can check out his web site at www.bj-model-engines.com This is one nice individual who can be trusted to repair most engines, 2 cycles to 4 cycles. I think you can even get estimates of cost on his site. He does from time to time buy an engine from me to get needed parts on discontinued motors.



I am in a quandary at this time as to continue my monthly list or to give it up and go eBay and RC Universe as my means of selling motors. The response to my list is falling off dramatically as nitro continues its downhill spiral. I've got over 80 motors in last month, and even the U-control guys are not buying. I have more Fox 35's u-control motors than the fox company (*feels that way!*)

Last week I sold 2 motors on my list, but for over \$300 on eBay. I will continue with my list thru the rest of 2014 but it looks like a change "isa" coming for 2015. If you have a comment, I would like to hear from you. Email me at bbhwc@cox.net

Warmer Than You Regards, Bob Boumstein



Throw-back from the Old Days

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.

Top Flite Stinson Reliant

Part V

By Jim Henley



Specifications:

Wingspan: 100.5 inches
Wing area: 1487 Sq. Inches
Weight : 16 - 25 Lbs.
Wing Loading: 24.8 - 38.7 Oz/Sq.ft
Length: 67.8 Inches
Engine: VVRC 40cc Twin

There has not been a lot to report on the *Stinson* build this month. I have been checking all the servos and routing all the servo extensions along with the wiring for the navigation lights and landing lights. I wound up with 5 sets of wires for each wing, aileron, flap, landing light mechanism landing lights and navigation lights.

I also revised the landing lights by removing the plywood ring that the light was attached to which now looks more scale. I cut a small sliver off the "short end" of the plastic egg which allowed me to mount the lens and it all just snaps together, much better than the original design.

I have also gotten some of the parts in primer. That includes the doors, landing gear fairings, and wheel pants. I built a working latch that is enclosed in the door, and is spring loaded to keep the doors closed in flight. I shaped some 4-40 rod and soldered it to a small wheel collar; this allows the lock mechanism to be removed for painting and attaching the handle by tightening a set screw. I also added in the scale location, a baggage compartment door, which conceals the receiver and ignition switches and their respective charging ports. The instrument panel and other interior details are finished or are nearing completion.

Hopefully next month's thread will have details on covering the airframe.



Top of cabin and wind screen pattern



Top of cabin and wind screen pattern (right side)



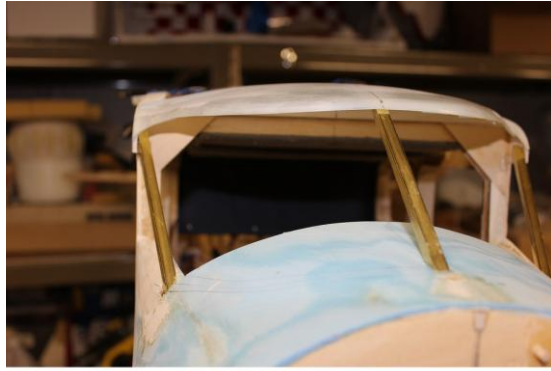
Prepping F-3 to accept "glass cabin top"



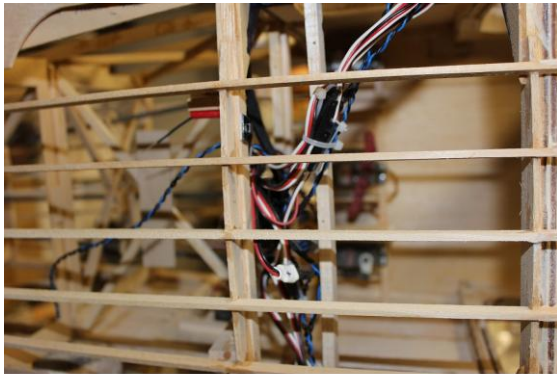
Cabin top and front wind screen brace

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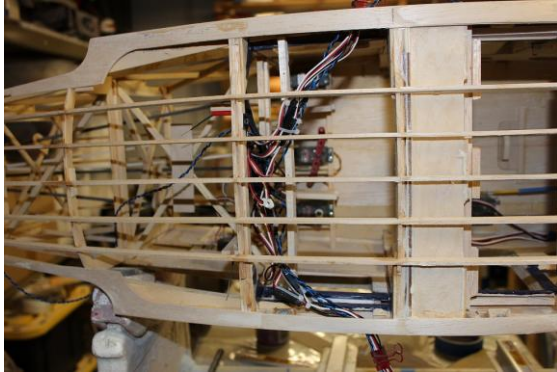
Top Flite Stinson Reliant Cont....



Side windscreen braces



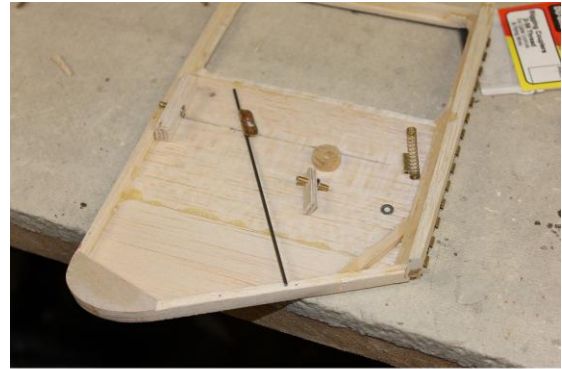
Wiring for wing lights and servos



Trial fit right hand door



Door handle right door



Left door inside view with latch parts



Left door



Door latch mechanism

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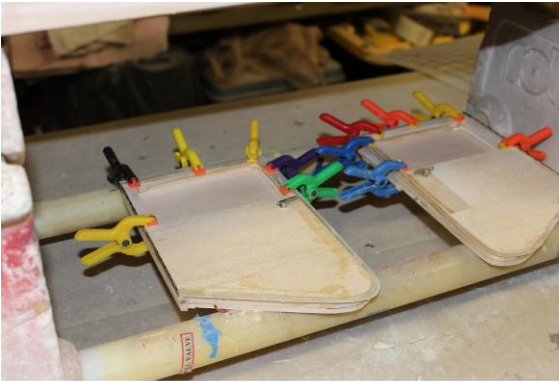
Top Flite Stinson Reliant Cont....



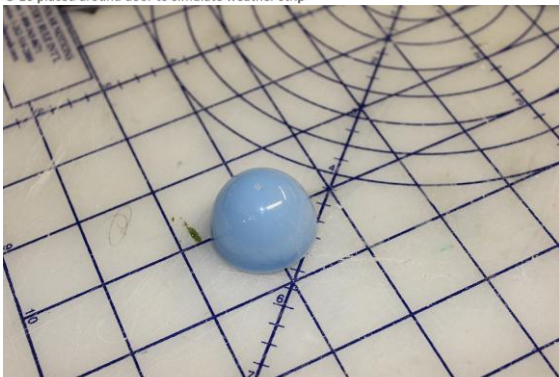
Baggage compartment door



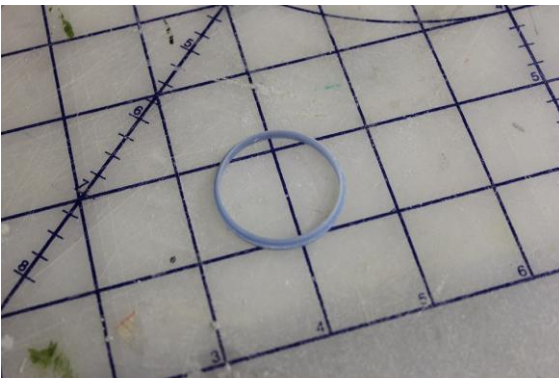
Front of landing lights with paint to bring out the flaws



G-10 placed around door to simulate weather strip



Short end of "egg" before I cut a slice off the end



Slice off short end of "egg" this will hold light, lens and reflector





~ 2014 Western R/C Flyers Event Schedule ~

2014 Tuesday Night Fun-Flys at Mead, Every Tuesday evening May 6th through September 2nd!
(Weather Permitting)

January 2014

- **Tuesday, Jan 7th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

February 2014

- **Tuesday, Feb 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.

March 2014

- **Tuesday, Mar 4th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

April 2014

- **Tuesday, Apr 1st** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

May 2014

- **Tuesday, May 6th** - Club Meeting 7pm, at MEAD FIELD, bring a plane, open flying.
- **Saturday, May 17th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, May 31st** - Air and Space Museum - Static display of area clubs' model aircraft. (info to follow.)

June 2014

- **Tuesday, Jun 3rd** - Club Meeting 7pm, MEAD FIELD, bring a plane, open flying.
- **Sunday, Jun 6/7th** - Annual Spring Club Fun Fly at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 21st** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, Jun 28th** - District IX Fun Fly Rally.

July 2014

- **Tuesday, Jul 1st** - Club Meeting 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 13th** - Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 19th** - Old-Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

August 2014

- **Saturday, Aug 2nd and 3rd** - Don Neill Scale Contest. Multi-club Fun event hosted at Bud's Field.
- **Tuesday, Aug 5th** - Club Meeting 7pm, MEAD FIELD a plane, open flying.
- **Sunday, Aug 23rd** - Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch both days and flying. Rain date Aug 24th.
- **Saturday, Aug 16th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

September 2014

- **Sunday Sep 7th** - The 5th Annual Fall Fun Fly and Swap Meet. Swap meet setup after 9am. Open flying 10am through 3pm.
- **Tuesday, Sep 2nd** - Club Meeting 7pm, MEAD FIELD - bring a plane, open flying.
- **Saturday, Sep 20th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

October 2014

- **Tuesday, Oct 7th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- **Saturday, Oct 18th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

November 2014

- **Tuesday, Nov 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- Nominations taken for 2015 Officers

December 2014

- **Tuesday, Dec 2nd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- 2015 Officer elections



Western R/C Flyers Inc. 2014 Membership Application

Please print clearly!

Name: _____

Address: _____ Zip Code: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ IMAA Number: _____ (If applicable)

Amount Paid: \$ _____

2014 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 then fill out this form and send check to WR/CF Treasurer:
Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118**