



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

June 2016 Issue

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A Word from the President



Looks like we are going from the rains right into the heat of summer. But that doesn't mean we stop flying. There's lots of good flying either early in the mornings or the evenings. Not only less direct sun and lower temperatures, but typically the winds are down too.

We had a decent day with the Scale Fun Fly with swap meet. The field was in good shape too.

Be sure to check the club's schedule of events at the bottom of the newsletter. We've got a few fun flies coming up. Also a quarterly club meeting to be held at Mead Field.

If you don't like reading, but just like looking at pictures, then this month's 18-page newsletter is for you! There are 8-pages of just pictures of airplanes and flying taken at Mead by four of our club members.

We have our **Spring Fun Fly** coming up this weekend! I could use some help cooking, signing up, and other event things. If available to help, please give me a call or text on my cell phone 402-510-6714. Thanks!

See you at the field!

Thanks!

- Rick Miller

Next Meeting:

7:00PM Tuesday July 12, 2016

Mead Field



Vice-President's Corner



I finally got the 50cc Extra 260 out to the field and flew it. This is the one I bought at the auction in October. It flew just fine and I really like it.

We had a pretty good turnout for the fun fly swap meet a few weeks ago. Sorry I could only stay for a couple of hours because it was good weather.

That's all for now, go out and fly.

Keep Building and Flying! ~ Rick Haneline

Treasurer's Report



enough.

Now that flying season is well under way I have been getting out to the field two or three times a week weather permitting. My hat is off to the mowing crews as the field is in great shape. The auction was not as nasty to our field as in the past and the good rains have been a blessing to a point, then enough is

The UNL research drone practice has finally provided some results and the team is now flying at a Pivot-Site a mile South and four miles east of the WRCF field. Our new field is a cow pasture for take-off/landing and we are monitoring a 160 acre field of corn and beans. The drone was fitted with \$17,000.00 of sensors consisting of 5 inferred cameras and digital plotting equipment. All info is then taken back to Lincoln and gone over by the research team. Flights last upwards of 45 minutes and are being done on a weekly basis.

Member renewals continue to trickle in and we are at 36 members as of this writing. Hope you all continue to have a great summer and will be looking for you at the field.

Your Treasurer ~ Dean Copeland

Splash at Lake Mead

May 21, 2016



Action Photo by Tom Wild

Your choice of caption:

1. 'Despite the clearly marked NO-WAKE zone sign, Doug Clemetson flagrantly violates club rules by generating a gigantic rooster-tail at WRCF Lake Mead'. – T.P.
 2. "Doug Clementson learns that the Platte River moved a few miles west today." – T.P.
 3. Doug - Getting his "Feet Wet." – T.W.
-

~ June Old Timer and Glider Fun
Fly Saturday 25th ~

Motorized Riser

Report by David Miller

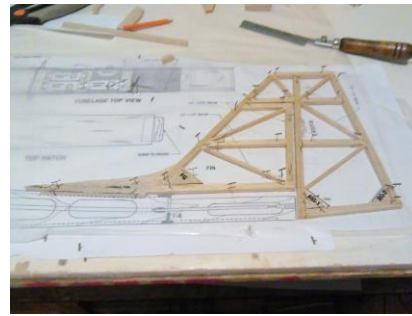
I started building my *Sig Riser 100* sailplane about 2 weeks ago. I decided I needed another plane before this season ends. It is to be a motorized one also. Included are some of the pictures that I have taken of it. And yeah, I have made some mistakes already. Last time I built a kit was about 27 years ago. You can see in some of the pictures the work I have done so far. I really don't like the 4-40x1" nylon bolt for the hatch cover. I'm going to replace that with a metal one instead. It will have a bolt on wing though.

I have to order a folding spinner for it which will come sometime this month so I can finish out the nose of the plane. I figure a 45mm.

I have the servo compartment setup the way I want it. I misplaced 4 screws though. Got to find those. Getting the push-rods set in place before epoxy them in. Getting the battery and ESC compartment setup. I decided that the ESC will sit in the bottom, separated by a shelf. The shelf will have a Velcro glued in there to hold battery in place. I also drilled 3 holes in the bottom of the plane, so that the ESC can stay cool. There will be another hole cut into the compartment hatch. So air can be funneled through there to.

I first figured it would be ready for flight by August, but since I have been working on it a lot. It might be done 1st of July instead.

My colors will be orange and transparent burnt orange. And my hatch cover will be a bright blue.



Time for the “Asoh Defense”

By Doug Clemetson



Many of you may have heard by now about the botched landing of my *Quaker* on May 21, 2016, splashing down short of the Mead field runway and plunking into Lake Mead. Unfortunately Tom Wild happened to capture a photo of the splash down so I cannot deny it (see photo 1.) After pondering many excuses as to why the *Quaker* landed in the water instead of on the runway, the most appropriate one I can come up with is the “Asoh Defense.”



Photo 1 – Quaker landing in Lake Mead (photo by Tom Wild)

What is the “Asoh Defense”?

On November 22, 1968 at 09:24 *Japan Air Lines (JAL)* Flight #2 traveling at 137 knots landed in San Francisco Bay approximately 2.5 miles short of runway 28L at *San Francisco International Airport (SFO)*, see photo 2. Fortunately, the plane came to rest in shallow waters near the Coyote Point Yacht Harbor and all 96 passengers and 11 crew members survived without injury. JAL #2 was a Douglas DC-8 registered as JA8032 and piloted by **Captain Kohei Asoh**, a 15 year veteran with 9,794 hours of flight time including 1,062 hours in DC-8 aircraft



Photo 2 – JAL Flight #2 in San Francisco Bay Nov 22, 1968 (photo from Check-Six.com)

After the landing of JAL Flight #2 in the Bay, the National Transportation Safety Board (NTSB) assembled a

large staff in San Francisco to begin an investigation into why JAL Flight #2 landed in San Francisco Bay. Media from around the world gathered en masse to cover what they felt would be a lengthy and detailed investigation into the cause of the crash so proper blame could be established. At the start of the trial and investigation, Captain Asoh was put on the stand and sworn in as the first witness. The NTSB investigator asked Captain Asoh the first question which was “*Why did JAL Flight #2 land in San Francisco Bay on November 22, 1968?*” Captain Asoh replied “*As you Americans say, I f**ked up.*” Needless to say, the NTSB and the media were stunned by Captain Asoh’s response and his honesty. Such a candid acceptance of blame and responsibility became known as the “Asoh Defense” and has been referred to in many management publications and training videos.

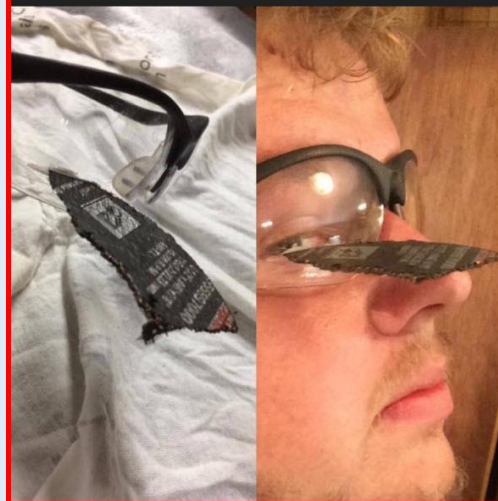
Therefore, even though many of you have offered theories and captions for the splash down of my *Packers’ Quaker* in Lake Mead on May 21, 2016, I can only say that the cause was “*I f****d up*” and claim the Asoh Defense. Fortunately repairing the *Quaker* only required installing a new propeller and reattaching the landing gear. It is ready to fly again.

Pay Attention Here!

Safety specs saved this guy's eye from an exploding angle grinder disc.

10 hours

Open In App



Smoke Pump Emergency!

(...like a “Mad Man”)

Report by Dean Copeland

I was fixing a smoke pump in the garage on one of my jets and the motor/pump was stuck. While figuring out what was wrong, it burnt up the electronics on the end of the motor and caught on fire.

Now you can imagine what was about to happen.....6” away was a Jet-A fuel tank empty but had fumes in it. I shut everything down (4 battery systems) but the board on the end of the motor had already shorted and still had a Li-Po feeding power to it. Grabbed the side cutters and like a “Mad Man” started cutting ty-wraps in order to pull the pump assembly out of the plane.

Managed to do it with no damage to the airframe. Pump assembly was so hot that I could not hang on to it. Smoke pump, pump electronics, and wiring was a total loss. Hence the order for the new pump assembly.

Dean



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



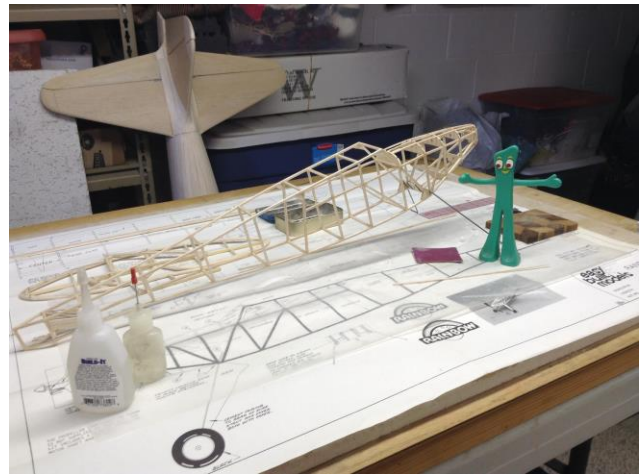
Building Up-North Country

Report by Jim Drickey
the "Rubber Band Man"



How 'bout thishave not even thought about R/C airplanes for a good while. Then this is what I all of a sudden work on - a 36 in. rubber job. I think this is where I'm headed in airplane world up here in Longville, Minnesota. I can fly in a hay field not far away. Now I will have no hassle with complex related equipment.

It's just free flight. I love the build and flying. This becomes a way simple way to go! I'm going this route for a while. So me and Gumby are back!



Western R/C Flyers
OMAHA, NE - AMA 857
AMA card required to fly

SPRING FUN FLY

Saturday June 17th

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.....

- NO LANDING FEE -

AMA
ASSOCIATION
OF MODEL AIRPLANE FLYERS

Mead Field

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

WANTED

Articles and photos for newsletter from club members. Your builds, airplanes, etc. Send to me at Nelsons3@cox.net

Flying at Mead Field

Photos by David Miller, Tom Wild, Rene Mayo, and Nelson Carpenter



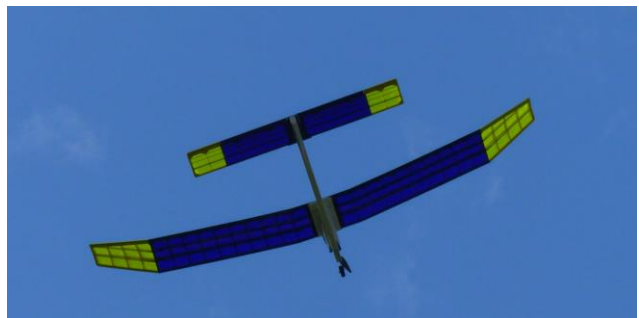
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June Flying at Mead Cont.



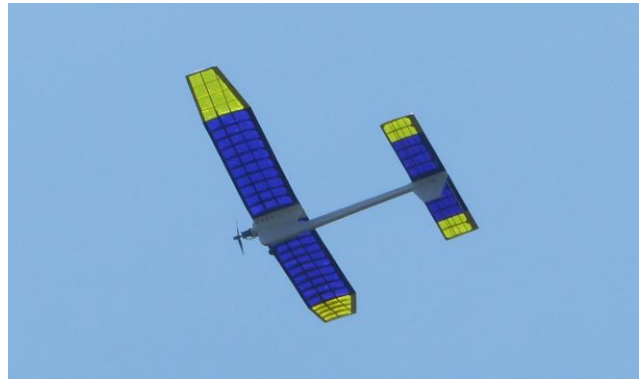
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June Flying at Mead Cont.



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June Flying at Mead Cont.



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June Flying at Mead Cont.



Cont. Page 12

June Flying at Mead Cont.



Cont. Page 13

June Flying at Mead Cont.



Cont. Page 14

June Flying at Mead Cont.



Old Timer Flying per an Old Timer

Authored by Jud Bock

A few months ago, I wrote to a fellow R/Cer in England and asked him why the English used Diesels in their models instead of the more powerful glow engines. My answer from him was "*Elementarily, Old Chap*", and I should have known the answer before I asked the question. Since the time period in question as in the late "40's" and "50's", which was right after WW II, items such as glow fuel were in very short supply, if available at all, but diesel fuel was. England was damaged so severely in WW II that recovery time was years, so the modelers of the time had to make do with what they had if they were to continue flying. We Americans were so fortunate not to have realized any physical damage to our homeland other than shortages of products, but our friends in Allied countries had their land devastated and it took many more years to return to a moderm of normalcy than we did here in the U.S.A.

I receive a copy of a newsletter from our thoughtful Editor Nelson each month and this month there was a story about the "*Galloping Ghosts*" method of controlling early R/C airplanes. Many older modelers are aware of them and probably used them, but to some of the younger modelers, the "*Galloping Ghost's*" were just a name, and how they worked would require some "Googling" or other research to find out this information. I have copied a page from the English Newsletter, and also a site which has a video of how the "*Galloping Ghost*" actually worked. The video explains it better than I could, but very a basic description it that it gave the pilot rudder-only control with the means of an actuator powered by a rubber band motor which vibrated (*waggled*) the rudder either right or left, and the degree of vibration could be controlled by the distance you moved the control stick on the transmitter, allowing the plane to either turn left or right. As it constantly vibrated left and right, it was dubbed the "*Galloping Ghost*." Below are a couple of paragraphs from the newsletter. I was unable to get the site that had the video of a working GG to work when copied and pasted, so I researched on line and found a couple of pages of info about them.

Below is an excerpt from the latest English " Sticks and Tissue" newsletter.....Jud

From **David Lovegrove**

My response to Judson Bock Snr. regarding his question in the last issue of S&T about why aeromodelling Brits of a certain age are hooked on small diesels is simple. Ether.

Driving home from a flying session with a diesel-powered model in the back of the car is always accompanied by that captivating aroma. If the fun of flying wasn't enough, the ether fumes alone will put a smile on your face. And much as I love electric, it doesn't have its own unique smell (*unless you let the white smoke out of course!*).

Judson also mentions Galloping Ghost, which my current obsession. I've just finished my second *Veron Robot* - the last one was back in 1964 - electric powered and equipped with GG via a *Controllaire Ghost* actuator. It's about to undergo flight tests. Its earlier stablemate, the own-design Mangled Wot, has a home-brewed rotary type actuator. There was a bit of faffing about with the balance point and the wing incidence to begin with, but with those sorted out, it's a nice gentle flyer.

My chum, **John Mellor**, has a Phleet Phoot (*a Bill Grundy design from the early '60s.*) under construction. It'll have a Rand actuator for control, this being allegedly the "guaranteed" route to GG success. Watch this space!

If anyone is interested in learning more about GG and all the other prehistoric forms of r/c, such as "*bang-bang*" single channel, reeds etc., and their modern incarnations, I can recommend the website below. It's fascinating stuff.

(*Note. Was unable to get the website he notes to work, when copied and pasted*) Jud

Cont. Page 13

Old Timer Flying per and Old Timer Cont.

This is an excerpt from a site on line describing what a GG is. Kind of technical, but pretty understandable. From Wikipedia.....Jud

The advent of [transistors](#) greatly reduced the battery requirements, since the current requirements at low voltage were greatly reduced and the high voltage battery was eliminated. Low cost systems employed a super regenerative transistor receiver sensitive to a specific audio tone modulation, the latter greatly reducing interference from 27 MHz [Citizens' band radio](#) communications on nearby frequencies. Use of an output transistor further increased reliability by eliminating the sensitive output [relay](#), a device subject to both motor-induced vibration and stray dust contamination.

Click image for explanation of radio escapement operation

In both tube and early transistor sets the model's control surfaces were usually operated by an electromagnetic *escapement* controlling the stored energy in a rubber-band loop, allowing simple rudder control (right, left, and neutral) and sometimes other functions such as motor speed, and kick-up elevator.^[1]

In the late 1950s, RC hobbyists had mastered tricks to manage proportional control of the flight control surfaces, for example by rapidly switching on and off reed systems, a technique called "skillful blipping" or more humorously "nervous proportional".^[2]

By the early 1960s transistors had replaced the tube and electric motors driving control surfaces were more common. The first low cost "proportional" systems did not use servos, but rather employed a bidirectional motor with a proportional pulse

train that consisted of two tones, pulse width modulated (TTPW). This system, and another commonly known as "[Kicking Duck/Galloping Ghost](#)", was driven with a pulse train that caused the rudder and elevator to "wag" though a small angle (not affecting flight owing to small excursions and high speed), with the average position determined by the proportions of the pulse train. A more sophisticated and unique proportional system was developed by Hershel Toomin of Electrosolids corporation called the Space Control. This benchmark system used two tones, pulse width and rate modulated to drive 4 fully proportional servos, and was manufactured and refined by Zel Ritchie, who ultimately gave the technology to the Dunhams of Orbit in 1964. The system was widely imitated, and others (Sampey, ACL, and DeeBee) tried their hand at developing what was then known as analog proportional. But these early analog proportional radios were very expensive, putting them out of the reach for most modelers. Eventually, single-channel gave way to multi-channel devices (at significantly higher cost) with various audio tones driving electromagnets affecting tuned resonant reeds for channel selection.

The End.....Jud



~ 2016 Western R/C Flyers Event Schedule ~

January 2016

- **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 2016

March 2016

April 2016

- **Tuesday April 5th** - *Club Meeting* 7pm, NRC, Natural Resources Center, 8901 S. 154th St.
- **Saturday, April 16th** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

May 2016

- **Saturday, May 21st** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.
- **Saturday, May 28th** - *Scale Fun Fly and Swap Meet* at Mead Field starting 9am.

June 2016

- **Saturday, Jun 18th** - *Annual Spring Club Fun Fly* at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 25th** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

July 2016

- **Tuesday, July 12th** - *Club Quarterly Meeting* 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 10th** - *Western Flyers Open House Fun Fly*. Starts at 9:00am with flying until dark.
- **Saturday, Jul 16th** - *Old-Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

August 2016

- **Saturday, Aug 20th** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.
- **Saturday, Aug 27th** - *Bud Hall Large Aircraft Fun Fly*. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch and flying. Rain date Aug 28th.

September 2016

- **Tuesday, TBD** - *Club Meeting* 7pm, MEAD FIELD - bring a plane, open flying.
- **Saturday, Sep 17th** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

October 2016

- **Tuesday, TBD** - *Club Meeting* 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- **Saturday, Oct 15th** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

November 2016

December 2016



Western R/C Flyers Inc. 2016 Membership Application

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____

Amount Paid: \$ _____

2016 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