Western R/C Flyers

OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

June 2018 Issue

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A Word from the President

I hope all of you have your new projects ready to fly. My building is behind schedule due to WORK and other delays BUT! The Field is in great shape and it time to put it to use.

Our *Spring Fun Fly* event is set for June 10th, hopefully all of you will be there. As we discussed earlier this year, the July club event is canceled. The *Bud Hall Memorial* event is tentatively set for August 25, with rain date of August 26. Let me know it that is a problem with anyone.

We will need volunteers for the cooking, signup, and donation collection. Please let me know what you can help with for the fun fly. I will purchase the food and bring it to the event.

I wish to thank all of you who contribute your time and efforts to our club. That includes, but not limited to, the Mower Guys, The Newsletter group, club Officers, and all the others who help make our club work.

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

Next Meeting: TBD

Vice-President's Corner

I've been out of touch for quite a while. But you can be sure I'm still in the hobby and a member of this fine club.

We've got a Fun Fly coming up in a couple of weekends. That should be a good time. Especially being able to see a bunch of other airplanes at the field.

Now that summer is here, we have to get used to the hot weather. Keep that plane ready and come out and fly.

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

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

Treasurer's Report

Flying has been somewhat interrupted by rain believe it or not.

Follow up to my trip to *Top Gun*, the weather was no less than perfect, 65 degrees at night with 88 degrees during the day, winds from the east at 7 to 9 MPH (*runway is an East West runway.*) The humidity was also very low for Florida, which was most unusual. That was every day for five days making one of the best trips I have made to Florida, my 12th year being invited.

Now for a recap of how I did, there were approximately 150 pilots invited from around the world. There were 21 in my class (*ProAm Pro Jet*.) Perfect score was 125, I had a 122.5, sounds good right? Well I placed 14th. The competition was to say the least fierce. The 13 above me were within 2.5 points. On my third flight I received 5 tens out of 100 from one of the judges, not bad for an old man from Nebraska.

I had one of the best times ever and meeting all the great friends I have made while attending that event is nothing but great. This year I brought my plane back in one piece, and that alone is a good thing.

The club treasury is in good shape and I look forward to seeing you all at the field.

Your Treasurer ***~ Dean Copeland***

~ *Dues 2018 ~

*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.

Safety at Field and Shop

By Nelson Carpenter

This article seems to be a repeat of what was reported last month by both **Rick Haneline** and **Tim Peters**. What? Deep cuts they both received on their arms caused by a wayward prop and a slipped X-Acto knife. Rick and Tim each made it a point to make us all aware of their injuries as a means of cautioning us. A "*repeat*" occurred when another incident recently happened to a club member when a spinning prop "*walked*" up his hand while launching an airplane into the air at Mead. This occurred in May.

It goes without saying that all of us must be careful and fully aware when we are around props and knifes. Also, it is always safer to fly with others and not by yourself. When this recent accident occurred at the field, several of us jumped into action. We grabbed our first aid kits (*do you keep one in your vehicle*?) and administered aid. Although our club member could have wrapped up his hand and loaded up all of his airplane stuff by himself, it was good to have others there to help with that and the first aid.

Our club member who got cut up is an experienced hobbyist. But it happened. Those of us who have been in the hobby for many years, can show you the scars we have from props and knifes. Myself included. It happens.

I am telling this story to make you think about safety at the field and in your shop. Again, be fully aware of what you are doing and the possibility of being injured. It's a great hobby, but foremost we must be safe.

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Round the Skunkworks

By Tim Peters

More disappointment and bitterness this month…. as if the memory of my recent quad-plane failure wasn't still fresh…..

--No invitation to Berkshire Hathaway annual meeting.

--Meghan didn't ask me to fill in for her father at the royal wedding.

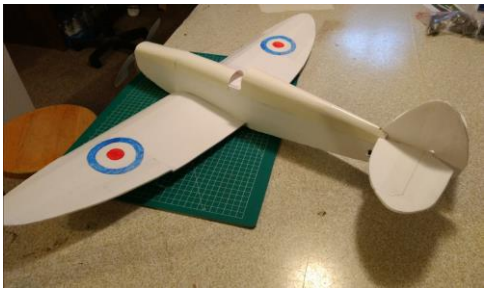
What's a guy supposed to do? Rather than sulk, on April 17th I turned my frown '*upside down*' and drove the 250 miles from Omaha to the slope soaring center of Kansas, Wilson Lake. Local *WRCF* experts **Jack Barry** and **Tom Wild** were already there when I arrived. We were part of a group of 20 or so slope glider enthusiasts from all over. I met people from Wisconsin and Colorado.

These pilots enjoyed several days of open flying along with several planned events for racing sailplanes on the slope. We parked just short of a hill against which the prevailing winds were blowing. When the wind hits the slope there is nowhere for it to go but upward.

Slope soaring involves keeping the glider positioned in the upward airflow. Most of the pilots flew figure-8 patterns parallel to the slope making turns away from the slope and into the wind. This flying site also benefits from having a flat landing area at the top of the hill. The weather was great, but the breeze was light for the first hour; fortunately I brought my lightweight *Horizon Whippet* and enjoyed some extended flying time with it. I saw Tom and Jack fly '*AHI*' sailplanes (https://dream-flight.com/products/ahi-kit) which did very well.

After an hour the breeze picked up. I was able to fly a *Zagi* slope glider that I assembled more than (5) years ago but didn't get to fly until this event. I was really pleased with how well the tail-less glider handled the breeze. I had to leave earlier than planned but really enjoyed the time at Wilson Lake. It certainly made up for the earlier disappointments! Check the photos taken during our flying.

Prior to the Wilson Lake event I built another Flite-Test plane, a (*motorized*) P-40. I attempted to fly it glider-style at Wilson (they do hold 'Warbird' glider racing as part of the event), but the winds weren't strong enough to keep it airborne. Fortunately the motor did its part and I was able to fly it successfully. It's almost criminal how well these 'sheet foam' planes fly. I have put a lot more effort into more meticulous builds for planes that did not fly nearly as well. The P-40 flies great using a 2212 electric motor, 9 inch prop and 1200 mAH 3s lipo. It also looks much better from a distance… ☺



Last, an update on the motorized *Olympic FPV* sailplane that uses an APM autopilot. I have test flown it several times at Mead and the automatic '*Return to Home*' functionality is working better than expected. I had some concerns that the whole collection of electronics might be too complicated, but it has been successful. Once at altitude, activating RTH from the transmitter results in the plane making a turn back toward the takeoff point and traveling at a constant altitude until arrival. Once arriving, it orbits overhead until RTH switched back to '*Manual Control*' and the pilot lands the plane manually. This same function (RTH) it set to activate automatically in the event of signal loss.

You may recall from a recent *Tailspin* newsletter that I nearly lost this sailplane when the video dropped out during a FPV flight. Hopefully with the new setup, if for some reason I 'get lost' or [*use your imagination to fill in another lame reason for losing sailplane here*] the glider can find its way by itself. Now I need an air horn or similar loud noisemaker to tell me to '*look up here*' when the plane finds its way back.

Patty Wagstaff Extra 300

By Mike Lawver

It's a Great Planes *Patty Wagstaff Extra 300* that I got at the *Omahawks* auction last fall. It was new in the box, and all the parts were there. It's an ARF, not a kit. I'm not as good as some of you other guys (*I have to cheat a little*.)

It has a wingspan of 80 inches and ¼ scale. I will put a new *DLE 55 RA* in it. The rudder will be pull-pull with *Savox* servos. Pin hinges will be used on the ailerons, and Robarts on the rear (*trying to make it as bullet proof as I can*.)

The *Extra 300* was going to be my winter project, but because of my shoulder injury I didn't start on it until early May. I'm still having trouble sometimes such as getting both hands in the fuselage in just the right spot to get some things installed. Hopefully this *Patty Wagstaff Extra 300* will make a good replacement for the *Extra* I'm still flying now. That plane I've got about 50 flights on it since I got it last fall.

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"Homebuilt Canard"

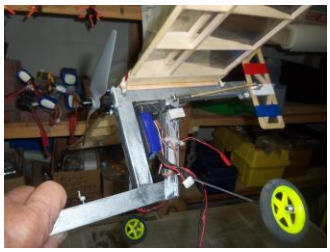
By Jud Bock

Nelson, being the persistent Editor that he is, has requested building write-ups by members, thus this submission by yours truly. This bird was a copy of an indoor Canard I designed probably 7-8 years ago when I was very active in indoor flying. Canards have always fascinated me as they did the Wright Bros., so I built it to fly in the big door soccer arena near Millard. After several crashes trying to figure out where it balanced, it actually flew very well, and was dubbed, "*The P.O.C.*", short for "*Proof of Concept*".

So after again renewing my interest in indoor flying at the *Tennis Club* near the *Hy-Vee* in NW Omaha, I took the old P.O.C. to a flying session, but decided that it was too big and too fast for the arena and decided to build another one 30% smaller using the same type of construction.

After returning home from the session, I took the axe to P.O.C and drew up the smaller bird, using the same measurements from the larger canard. I knew from experience, as any flyer and builder also knows, the lighter…the better. I opted to construct most of the balsa from 1/16th sheet and ¼" balsa sticks. The square fuse. Is a 1/16th balsa box made from stripped 1/16th sheet as one of the pics show. I also stacked 1/16th pieces and cut the ribs for the wing and elevator from the same sheet. The wing frame has ¼ balsa sticks for the leading edge and spars and a 1/16th sheet trailing edge.

The elevator has the same construction that the wing does and the rudder was stripped into 1/2" X 1/8" balsa pieces. I glued everything together with thin CA that I thought would hold, using med. Only where absolutely necessary. I used the thinnest wire for the landing gear that I thought would support it and lightweight wheels. I covered the flying surfaces with regular kitchen Saran Wrap right off the roll. I used contact glue to hold it in place while I stretched it over the frame. This is tricky and you will learn new cuss words you never knew before when you do it.



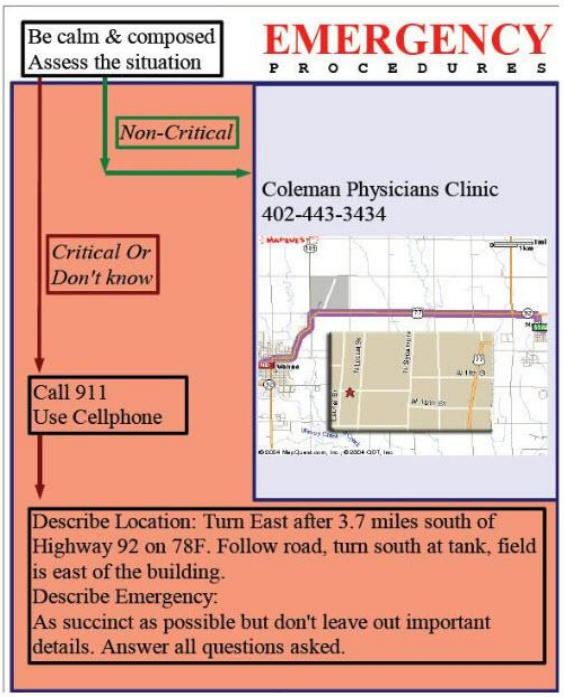
The result of my efforts to keep it light were pretty good as total weight including battery was 10 ounces. The power system used was a 2206-171 motor, an 18 amp ESC, a 3S 500-800 battery and a 9 X 4.5 prop. It was all guess work, but turns out to be plenty of power.

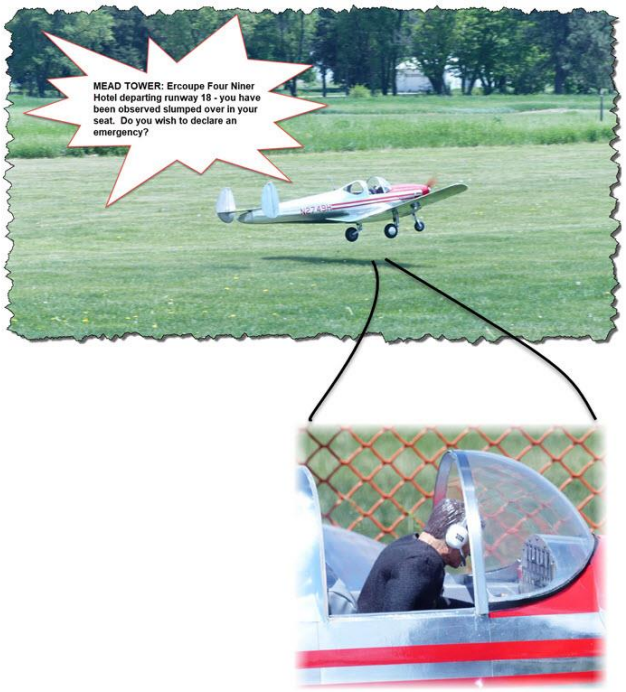
I test flew it at the indoor tennis club, but when I tried to slow it down when it was going too fast and about to run into the wall, it stalled out and hit on the front wheel and broke it off. I had no CA with me, so was unable to fix it and resume the testing. The initial flight, albeit short, seemed okay for balance and was flying fine till the thumb glitch. I will continue the test flights at home on a windless day outside, as the indoor has ceased for the season.

Al-la Woody Woodpecker.....*Da- DA- DA- DA- "That all folks"* Jud

Mead Field Weather Station

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





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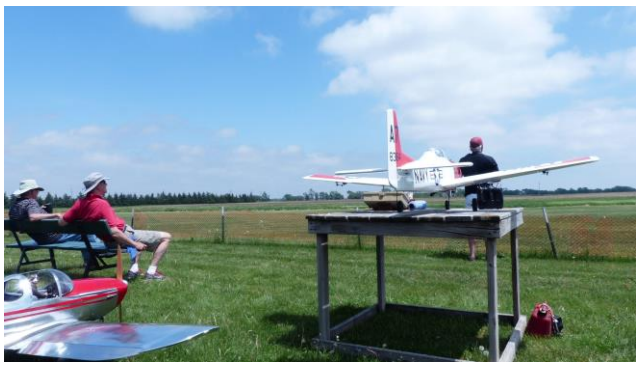
May Flying at Mead



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May Flying at Mead Cont.

Continued Page 9

May Flying at Mead Cont.

OT/EPG

~ Old Timer and Electric Glider Fly ~
~ Every 3rd Saturday of Month ~
Join the fun!

Western R/C Flyers

~ 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

Western R/C Flyers Inc.

2018 Membership Application

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ Dues 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 (new applicants only) and send with check to WRCF Treasurer:
Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118

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