



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

March 2015 Issue

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A Word from the President



Well most of the Winter Auctions are over. Hope you all have been having good luck with your ongoing winter projects.

I will be including some more Aerobatics in our newsletter this month. In addition I will be including a story concerning a test flight involving my son, myself, and a giant scale RC plane that occurred a while back.

I wish you well and a quick and speedy recovery from winter weather blues. See you at the meeting.

Thanks!

~ Rick Miller

Vice-President's Corner



I haven't been able to make it out to the field..... with all the snow...cold...and windy days. What I have been doing this month is researching all the threads I can find on the *Guardian 2D/3D Stabilizer* at *RCGroups.com*. With all the new and different settings on the *Guardian*, that I didn't know about. I have been doing some adjusting and resetting with my stabilizers. If all goes well with the

Next Meeting:

7:00PM **Wednesday March 4, 2015**

Natural Resources Center, Chalco Hills



adjustments there shouldn't be any nose down.. into the ground. Fingers crossed.

I did spend a few days on honey dew projects around the house.... My motto...Happy Wife, Happy Life....

Looking forward to getting out to the field and flying....hope to see you there. Won't be able to make the March Meeting...on our way to Texas for our Great Grand-daughters First Birthday...And to help my son with some of his honey dew jobs!!!!

Keep Flying!

~ Richard Jonas

February Treasurer's Notes



As of this writing the weather is far below any temperature that I will venture out to go flying, I enjoy building much more than being cold, so I build. As I have gotten older I find myself refusing to punish my body by doing something that I do not completely enjoy.

The monetary condition of the CLUB is improving with member renewals now totaling 22 for the 2015 season. It can only get better if and when you grace my mail box with your intensions of remaining as a member of one of the finer clubs in the Omaha area.

Hope that all of your winter projects are nearing completion and will be ready for another summer of fun and sharing the outdoors with fellow flyers.

Respectfully submitted ~ Dean Copeland



February Meeting Notes



Western RC Flyers meeting minutes, Tuesday, February 3, 2015 7 PM. (Chalco Hills)

(11) Members present.

The meeting was called to order by WRCF President **Rick Miller** 7:05 PM.

Treasurer **Dean Copeland** presented the monthly treasurer's report. He reported (4) new members for 2015. New members At the meeting, **Larry Woscyna** and **David Miller** were welcomed into the club. Dean provided income and expense details for the month. It was moved/seconded/approved to accept the treasurer's report.

It was moved/seconded/approved to accept the January 2015 WRCF meeting minutes as published in the February, 2015 *Tailspin Newsletter*.

Club Member **Rick Haneline** should be nominated as WRCF "member-of-the-month" for bringing donuts to the meeting!



- Old Business:

Mowing:

Jim Henley discussed the creation of a work schedule for mowing the Mead flying site in 2015. Jim, **Rick Miller** and **Rich Jonas** said that they would help. Jim will send email to club members to see if there are other volunteers.

Rick mentioned that new fill dirt has been applied to the runway where needed. Grass seed should be spread soon as the snow cover will protect it and help the germination. **Leroy Konecky** will coordinate getting the seed.

Downed Aircraft Recovered Successfully:

Leroy Konecky reported that his missing 'U-CAN-DO' airplane had been found by UNL workers. It was located in a field adjacent to the Mead flying site. He said the aircraft had been lost for several months; there was damage to the airframe but motor and electronics were salvageable.

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~ Please Pay your Club Dues by April 1st, or Earlier ~

February 2014 Meeting Notes Cont...

- New Business:

Misc:

Legal documents regarding WRFC status as a not-for-profit organization were received from member Rick Johnson. Dean will file the paperwork.

WRFC events for 2015:

Members discussed the 2015 schedule to finalize dates for WRFC events. It was mentioned that when WRFC hosts the Old Timers/Glider events that open flying of 'other aircraft' is typically not a problem and always welcomed. Nelson Carpenter will coordinate with the 'Metro Area R/C Flying' website to get the 2015 dates published. See finalized event schedule bottom of newsletter.

At 7:35 PM it was moved/seconded/approved to adjourn.

- Show-and-Tell:

Nelson Carpenter brought his scratch-built *Coquette* Bi-Plane Old Timer to show how construction was progressing. There was a lot of discussion about the unique features of this aircraft: the 'full-flying' horizontal stabilizer (the brass pivot mechanism for the stab was fabricated for Nelson by WRFC member Tom Wild). Also discussed were sub-rudder function, ground steering, and wing incidence. He plans to use an OS .61 four-stroke motor mounted inverted. Nelson has been using 'Michaels' as a source of balsa and ply for the project, mentioning that they often provide 40% discount coupons for an item. *Coquette* is French for 'parakeet'. Make plans to see the *Coquette* take flight this year!

Larry Woscyna brought a unique item. He brought in an instrument panel from a full-size aircraft! Upon inspection it appears that the panel is from a military aircraft. Some of the instruments (compass) looked like they still work!

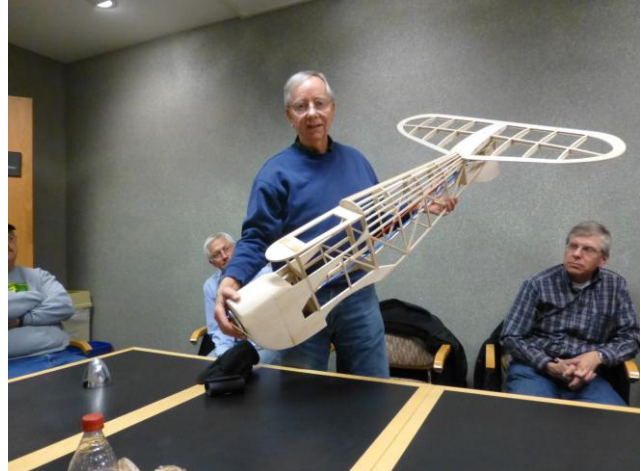
Rick Miller took time to comment on the consistent excellent quality of the WRFC *Tailspin* newsletter published by Nelson Carpenter. Nelson mentioned that several club members are good about providing great newsletter material.

Those present took turns discussing their current projects and plans for the upcoming flying season.

That's it!

- Tim Peters

February's Show N' Tell



British designed vintage (old timer) biplane being scratch built from plans was displayed by Nelson Carpenter.



Larry Woscyna brought his newly acquired instrument panel. We all will be waiting to see what airplane he puts this in.

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

LAS VEGAS RC NEWS



Is it a drone or a quad copter? This seems to be a confusing question to many. The FAA is passing rules for drones, which are needed. Here in Nevada there are several companies operating drones. These are large (over 50 lbs.) and are remotely piloted out of the line of sight. One company is a detective service, which will follow your cheating lover all day for big bucks. But, back to the subject. "Line of Sight" the difference between us modelers with quad copters and "DRONES" is that the majority of us will be looking at our copter for the majority if not all of its flight.

I am amazed by the people that come into *Cutting Edge Hobbies* here in LV and ask for a drone. They want to make videos, they want to be part of this new technology or at least they think so. When they find out that a good camera platform is a \$1000 or more plus batteries, plus a charger, oh how they cry! A lot of this falls directly on the hobby industry, they are toy makers, and they are in business to make a profit. It pays off greatly to start new trends and have most of the people already in the hobby have or want to upgrade or change to what is new. Many of the advances make our hobby more fun; increase our ability to be successful in flying or driving, or boating RC vehicles. Some of the advances simply are forcing higher priced items into the market place, which is the way of the world.

Simply put, if you are flying a quad copter and you can see it and control the flight by a radio in your hands, it is not a DRONE. It is a model. If you're sitting behind a consol guiding your aircraft to video a few miles away and are surrounded by concrete, you are mostly likely flying a drone.

Lastly, there have been far too many modelers flying the quad copters dangerously high, into small aircraft space, and so have several professional drone operators in commercial aircraft space. This will spell the end of our hobby if the reckless behavior continues. There are more abusers out here in *Nevada* and *California* probably than anywhere else. So watch the news and see how it develops. Support the *AMA's* efforts to protect modelers and the *FAA* efforts to regulate drones.

Keeping an Eye on the Sky! ~ Bob Boumstein



Flying Up-North Country

Report by Jim Drickey



Zero project continues with the wing in sheeting process. I'm holding off on front sheets until dowels are put in for fuse attachment. Those angles are critical!

Will start sheet process on fuse soon. Gonna go with less thickness than called for in the plans. It's my weight saving idea. These old kits I think were way over built.

Gonna power up with OS .60 2 stroke. I will have to order special *Top Flite* muffler to make it happen.

Mike Crosby wants to buy *CMP "Mosquito"* I have. I think I'm going to let it go to *Missouri*. I have too many airplanes to deal with and I need to thin out the herd.

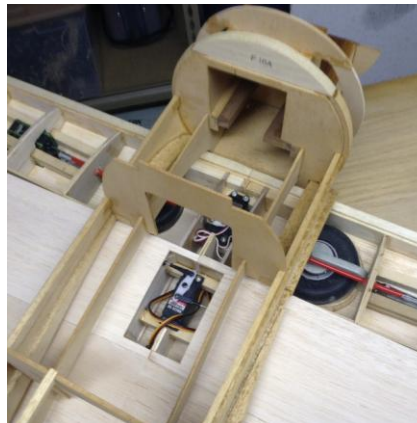
Received "*Typhoon*" art print this week all cut and framed. It's in the office for inspiration - love it! Work continues on *Zero*. I had to remake parts on fuse which was broken from years of hanger rash. I also put tail wheel parts on fuse. I love to use parts provided in original kit for the build. I know there are better ways of doing things now, but just something about using stock parts I like. Some old parts have really neat functional design. Check out the bevel molded in the nylon tail wheel support bracket. Cut and sized wing mount ply at lead and trailing points for fuse match up. Lots of work needed to make that happen.

The guy that started building this *Zero* kit had some stuff misaligned. Cutting through old glued parts not easy. These old "*Royal*" kits are a builders joy, and I see they still bring big money on the for-sale sites. Wish they still were in production. That company made so many nice airplanes.

Looking at *Nieuport 17* project that needs repair before spring, hope my fix will solve flying problem.

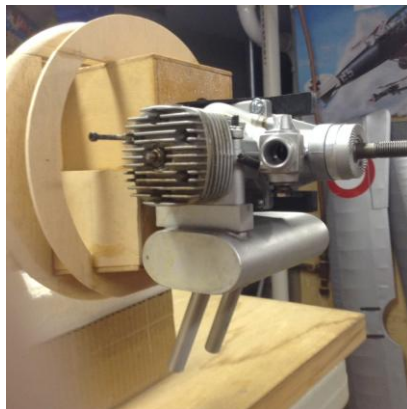
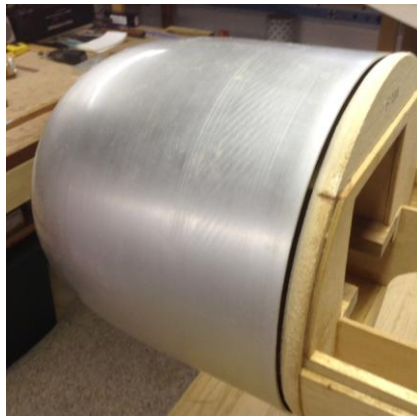
Check that thermometer out in the one photo! That read **minus 34 degrees** one morning. Burr! Means more wood on fire! But you gotta love Minnesota! Still doing some ice fishing, but season for that closing fast. Ice houses have to be off the lakes first week in March.

Keep on, Keep'in on.....



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Up-North Country Cont.



Cont Page 7....

Up-North Country Cont.



Homemade Straight Pipe

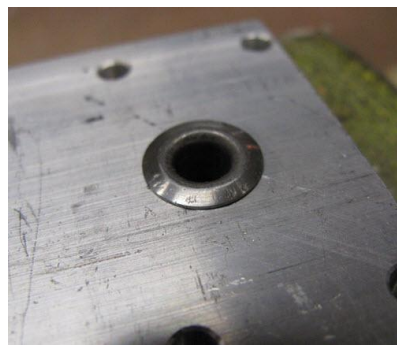
...for OS .61 four-cycle engine

By Tom Wild



Start with McMaster p/n 89895K617, Type 304 Smooth-Bore Seamless Stainless Steel Tubing, 9/32" OD, .028" Wall. This tubing has a Rockwell hardness of B90 and a soft (annealed) temper.

Make a wooded clamp by drilling a 9/32" hole in a piece of hard wood and cut a slot to the hole. Clamp tubing in a vise with 1/4" or so protruding on the top. The tubing will need to be repositioned as you go as it slides down the wood clamp when hammering. Use a tapered punch to flare the tubing to start the "bell" shape.



Use a series of ball bearings to flare the bell, using a larger bearing with each step.

The ball bearings will only work up to a point in the forming process; use a drift punch to make the final 90 degree bend. Work slowly your way around the bell lip. The forming process will bulge the tubing along its length. A 1/4" thick piece of aluminum with a 9/32" hole can be used to work the tubing back into its normal diameter. The final step will be trimming the flange to fit into the exhaust port.

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The Cheapest S.O.B. in the Western Flyers Club.....

By Jud Bock



Years ago, when much younger and very active in the *Omahawks*, **Larry Quigley** and I vied back and forth for the coveted title of "*The Cheapest S.O.B. in the Omahawks*". Some years it was me, and some years it was Larry.

Demonstrations of why the title should be awarded to the winner were necessary, and now as a 2 year member of the *Western Flyers*, I once again am vying for the much sought after title in the club, thus this newsletter article.

As some of you who know me already, know I enjoy scratch building, and strive to cut costs where ever I can. I have noted before, that scratch building is thought to be less expensive by persons who have yet to give it a go, but in reality nothing could be further from the truth. As I have talked about it in previous articles, I am not going to chat about it again and bore the readers, so just take it from one who knows, kits are cheaper.

This story started when our glorious Newsletter Editor, Nelson sent me an e-mail address the other day, (noted here) <http://www.outerzone.co.uk/>. Nelson noted to me that it was the largest variety of plans he had ever seen, and I am in concurrence with him on that. It seems to be a collection from the "*United Kingdom*"...English in other words. Also note that this is the same plan source that **Loren Blinde** later wrote about in the February newsletter. It is a very large list of thumbnail plans, and the plans of planes from all over the world. Many of them you will never have heard of before if you are like me, but many of them are instantly familiar.

So, I spent a bunch of time going through them, and as I have run out of winter work already this year, I decided to scratch build something else to carry me through this new scourge of winter that has fallen upon us. After a glorious week of 50+ degree days, and now falling to -6 degrees with a

foot of new snow when I arose this A.M., I needed to get my mind off the depressing winter days confining me (and most retirees like me) to the home interior for the most part. If I have a project going in my "*Man-Cave*", I can tolerate the #\$\$%@* winters in IA and NE in a sane manner.

I picked a plan for a model with the strange name of "*Luton-Minor*". I have never seen one before, but



it appears to be an "*Experimental*" of some kind, and with the markings, appears to be either *British* or *Australian*. I chose it because I felt it was an easy build and I could have it done by the time the winter is over, plus, I had all of the electric "*fix'uns*" available for, (motor, ESC ;and batteries), on hand. So I printed out the thumbnail plan on a regular sheet of printing paper, from the on-line site noted above. I have enclosed a picture of the thumbnail plan and how small it is.



This article is actually a tried and true method by me, on how to save money on buying plans. If you have purchased plans before, they vary widely in cost, from \$10.00 up to \$50.00 and up, depending on the complexity and the number of sheets. For that price, you get very sharp easy to read plans (generally), some with good directions and hints on the building process of the model. The actual outside measurements of the thumbnail were 3 inches X 6-3/8 inches.

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Cheapest S.O.B. Cont.

With the piece of printing paper and the thumbnail plan printed on it in my hot little hand, I drove to the local "Copy Cat" in Council Bluffs. As I had been there before, and the gal knew me by sight, I could swear I saw her shiver and was probably uttering, "Oh no, not again". That may have been my imagination however. So, I dropped the sheet of paper with the thumbnail on it in front of her and said, "***I want you to print this out 10 times this size.***" She gave me one of those "looks", but disappeared into the back with the thumbnail picture. I took a chair and waited. In about 5 minutes, she re-appeared carrying this very large piece of paper, and laid it on a table in front of me.



I have noted a picture of what she had made along with a comparison size of the printout I made with my computer of the thumbnail on a standard size piece of printer paper laying below the new plan.

As you can see, the plan was now 10 times the size of the thumbnail. The wing size on the thumbnail was 5 1/4 inches and the wing size on the enlargement was just a tad under 50 inches. Exactly the size I wanted.

At the point, I would like to say to you perfectionist builders, this is not for you. As the enlarging distorts the lines somewhat, and the text is not readable. Many modelers would find this not to their liking, and would only want to work from a perfect plan.

Since I do not plan on entering any of my works at "Top-Gun" or any other like modeling competition, and am only interested building a different, fun-type of model that hopefully will fly and look good when completed, the plan suits my purpose just fine.

This is who this article is for - the scratch builder who wants dimensions, balance point and outlines for the parts. That is what you can get from this type of thumbnail plan enlarged to a workable plan from Copy Cat, or some other like establishment.

In concluding, this is my entry for "Cheapest S.O.B. in the Western Flyers." By the way, the enlargement was 4 bucks plus tax. Not too bad of an entry for "Cheapest S.O.B. in the Western Flyers"..... Are there any other members vying for this coveted title? If so, "Bring it on".....



Fundamental Aerobatics

Part II

by Rick Miller



Requests were made by some *Western Flyers* club members to assist with learning some aerobatic maneuvers. I will be following up in this article with some aerobatic training documentation via *Aristi* diagrams.

Below is a list of the maneuvers that may be covered. These are conventional maneuvers from *International Aerobatics Club*. The full size plane guys.

Aileron Rolls ---- Barrel Rolls ----- Slow Rolls -----
Avalanche ----- Chandelle ---- Competition Turn -----
Cuban-Eight ---- Eight-Sided Loop
English Bunt ---- Half Cuban Eight ---- Hammerhead ----
Humpty-Bump-- Immelman ---- Inside-Outside Eight --
Lazy-Eight ----- Reverse Cuban Eight
Reverse Half Cuban Eight ---- Rolling Turn ---- Spin ----
Split-S ---- Square Loop ----- Tailslide ----- Wing Over

While some of these are more difficult than others, we will be starting with basic maneuvers such as the Immelman, Split-S, and Loop.

Their web sites is listed below. Please take a look at the figures and diagrams as we will be using them to discuss the maneuvers.

<https://www.iac.org/legacy/aerobatic-figures>

Aerobatics Part 2

Aerobatic figures start and end from horizontal lines in either upright or inverted flight.

The solid lines describe upright flight, and dashed lines describe inverted flight.

- Normal Flight



Inverted Flight



- Aileron Rolls

Aileron rolls are flown with the rudder and elevator in the neutral position and the aileron is fully deflected in the direction of the roll.

- Barrel Roll

A Barrel roll is a combination between a loop and a roll, resulting in a Cork Screw type of Path.

When executed properly the plane experiences positive G's and is flown around the straight flight path.



- 2 point Half Roll

Slow rolls are flown normally on a straight line and the roll rate should be constant with the flight path a straight line.

This requires constantly changing rudder and elevator control inputs throughout the roll. Hesitation or point rolls include stops at certain roll angles. Two-, four-, and eight-point rolls are allowed. A notation such as 2x4 denotes two points of a four-point roll. A number by itself (2, 4, or 8) means a full 360° roll with the specified number of hesitations. If no points are specified, rolling is done without hesitations. A roll symbol that starts at the line denotes a half. A roll symbol that crosses the line is a full roll.



The Flight of the Stinging Stinger

by Rick Miller



Well this story is about an adventure my young son and I endured while conducting a checkout flight of a radio control aircraft.

The RC plane in question is a *Lanier Giant Scale Stinger*, 84inch wing span, equipped with a *Zenoah G-62cc* gasoline engine swinging a 22" propeller. Now this flight event is just for a quick testing of a new propeller and that's it. The days are getting a little short in the late fall here in eastern *Nebraska*. Our club flying field is located in an agriculture research site, so there is lots of room and no one lives close. The weather is questionable with nasty clouds out on the western sky but it's clear sky's around here for right now, should be more than good enough for a quick flight, so let's go. However events don't always go as planned, do they??

This memorable event started as a "**QUICK**" flight. It was a little late in the afternoon at 5:30PM, on a bit of a stormy late fall afternoon. But they all were going to do is just test a new propeller for thrust and down line effects. A couple of loops and figure 8's and we will be back home before you know it.

Austin Dayton Eric Miller, Audie for short is my youngest son at 12 years (*Note: MUCH older now*), and was assisting with the flight, and undoubtedly looking forward to some Ice-cream afterwards. My wife always wanted to know how I could get the kids, "*wanting*", to go along to the flying field with me. It's actually quite easy, just bribe them with ice-cream afterwards, I mean really, I like ice-cream too. My dad used this technique, and it seems to work for me too.

You know I just love this plane, I tell **Audie**. Its flight characteristics are great and I bought it for 80 bucks at an auction, and it had servos in it to boot. Yeah its awesome, it flies **GREAT**, it just fits me well, I really like this plane! I was really bragging it up to **Audie**, who was, well, politely interested in the plane, and probably thinking more about the Ice-cream treat afterwards. (*Let's see, Chocolate or Carmel or Fudge, flavors mmmm*)

When we got to the field, I get out the battery voltage meter. Checked the receiver battery it's a large capacity pack and its fully charged, great. Then checked the transmitter battery is at 11volts hmmm dropped a bit to 10.8volts right away, odd? There is a nice voltage display on the 72mhz FM transmitter it looks like the voltage is holding, so were all set! It's just a quick flight anyway let's get moving.

My son, **Audie**, is filling up the fuel tank. As I look over, fuel is running out the over flow underneath, I tell him, its full son see, you can stop now...*arggg*.. We then started and quickly warmed her up and checked the carb for mixture, it sounds good, so let's go. So we take

off and fly a one or two passes around the field and rip a couple new holes in the sky, land, taxi to the fence and done. It sure is getting cool out here kind of makes the bare fingers on the transmitter sting a little.

Ok we have completed this control portion of this testing event and now it's time to test out this new propeller. The nasty looking clouds are closing in, better hurry this up before the nasty weather gets here from the west. This different propeller is supposed to have more thrust and more slowing effect on down lines, although it is more **FRAGILE**. Yeah that will be great if it's true. I sure hate to give up the plastic prop though, they are tough, I could trim the grass around the house with it I think. Anyway while changing the propeller a thought occurred to me that, I hope that spinner will fit, otherwise I won't have the same test conditions. Precision you know is the key to good test results, its meticulous but let's get it right, it fits fine so let's go! A few big blips of the throttle and man this prop really pulls hard right away, mega thrust - yeah that's what were after!

Then it happened, *Murphy, Kilroy, Gremlins, and or SNAFU etcetera*, at least one of them came to visit. On takeoff with the new propeller installed, the throttle linkage failed. This resulted in the engine running at about 1/5 throttle with no control over the throttle and at 10 feet of elevation, I was barely off the ground! Now the plane is equipped with a *Zenoah G62* gas engine and a **BIG 32oz** tank that was about 3/4 full, and I was just past the end of the runway about 10ft up! Well with this throttle setting it's just barely enough power to fly around, thank you Lanier for that huge wing. Now while the plane is not catching any grass on the landing gear, were not exactly one mistake high either! The plane was mushing but was flying, every time I gave it a chunk of up elevator it slowed and dropped to one side or the other. So just a tiny bit of elevator had to be used, this is not fun this is **WORK!** Unfortunately its fuel consumption at this throttle setting is just sipping the fuel . It seems testing details are not going to be the focus of this flight after all.

Okay let's see here, a big fuel tank with lots of gas in it and the engine is using hardly any fuel, = really long time in the air. And it's difficult to fly too, hmmm this kinda stinks! I have done this before so all is not lost, it's just not fun, but you do get a lot of flying time in.

This is not a pretty picture I told **Audie**, who is now asking if it's time to go home yet, he's getting cold and hungry. **Audie** reminds me that **Mom** has a big pot of Chili for us at home where its warm and cozy. So at this time it dawned on me to check my transmitter battery voltage, yikes it just dropped to 9.7 volts - wait a minute its voltage is still dropping. The battery juice is going away too fast, and this radio transmitter quits at 8 volts, and yes I can vouch for that. This darn stormy weather that's moving in looks ominous, as if the throttle and battery issues aren't enough.

OK so let's review the situation - its getting darker by the minute and its getting cold (*my fingers are stinging and hurt*), my son is complaining, the plane is

Cont Page 13....

Stinging Stinger Cont.

mushing and is a pain in the "shorts" to fly and its stuck on economy plus setting with a boat load of fuel left. And if that's not enough, **THE BATTERY IN THE TRANSMITTER IS NOT GOING TO MAKE IT. CRAP,** the

picture is getting dimmer for the fragile prop not to mention my favorite plane! Well let's see, I could I just force it in for a landing and run the prop into the ground and hope it kills the engine. I have done it before although not on purpose. Well I also had a prop break off on 1 side and keep running on one of my other gas planes this year, and it didn't turn out well for the firewall or the rest of the plane for that matter, it just shook it to pieces, literally. Or maybe just do a touch and go type deal and see if I could just have the plane doing circles on the ground. I did that once, nah that won't work it's going too fast, this is not a 40 size trainer it's too big and heavy, If I try to ground loop it and when I turn towards the trees?? Even if I miss destroying the plane in the trees then it would be heading back towards me and the boy or the van!

I can just see myself trying to explain to my wife, why and how Audie or myself needed MEGA stitches after playing "*Dodge the 22 inch rotating machete/propeller*"!!!! I can feel the lack of sympathy for the agony of the healing process and the unacceptable situation if my son was to be significantly injured. OMG. I may lose the plane but we are not going to go to the Hospital over it!!! Hmmm, we need a different option!

I tell **Audie** to go get that battery charger set in the back of the van and set it up on the picnic table here He plugs in the wires and turns it on. We get the charger set up and plugged into the radio, wait the charger plug is only connected to the battery when the transmitter power switch is off, awe crap. Plan B is in order, so around and around we go until we have the plane way up high and heading into the wind. **Audie** you hold down the charge button while I switch the transmitter off and get a little charge in the battery. We can't do this for long as we have to switch the transmitter back on, the plane will not hold attitude or altitude for long, about 3 seconds per go-around was the very best and usually about 1 to 1.5 seconds of charge time, not much. Well at least the Engine won't quit when the radio is switched off, ha ha ha !! It's a good thing that our field is out in the middle of farm fields with nothing around for miles to hit except dirt. Well with all these issues, mother nature had to get into the story too, after all she is no slouch you know. The nasty clouds have moved in now and it's sleeting of all things and the wind is picking up too, just **GREAT** ! Not only is mother nature Sleeting upon us but she is clouding up more and its getting dark sooner than normal, well at least the mosquitoes are gone.

Well the charging trick is working, the voltage is back up to about 9.8 from a low of 9.4 volts, it's going up slowly but how much time is left with the fuel supply? **Audie** goes after my gloves for me, my fingers are really stinging now, and we wrestle them on one at a time, time is marching on and the battery is at 9.9v. And now it's sleeting, and it's getting colder.

With more charging events, it had to happen the wind was up and the plane was going too far away and I was losing orientation of it, my body was shaking from being cold and wet, my eyes were watering, I said to my son, I can't tell if it going away or coming towards us I am going to lose her. The watering eyes, wind and cold is further degrading these old eyes, but wait Audie pipes up and says "hey dad it's ok its coming towards us" , those 12 year old eyes are like those of a hawk. We did skip the charging cycle that go around. We are still charging the transmitter and that's working, but it's still getting dark and now I am thinking of how can I fly the plane in the dark, should I just put her in and hope for the best, **NO NO NO keep TRYING! TRUE** pilots never quit, and continue to fly until you need to dig the engine out of the dirt! 10 volts now More time goes by.....and by.....and by....

Now I recall a joke - "*The engine and prop on a plane are to keep the pilot cool, if you don't believe it shut off the engine and watch him sweat*" well I could use some heat now, because I am cold. Ironically Mother nature comes to the rescue, a reprieve of sorts and parts the clouds with an odd but wonderful **RED LIGHT**, yes a dusk type light, which shows the yellow on the plane brightly even with the cold watering eyes. More time goes by and it's getting darker much darker now, these dark stormy clouds are blocking the light. I am thinking this could be it, the plane is a shadowy black silhouette now, it was a good battle but, you can't win them all. With the plane up this high, I wonder if I have a shovel in the van???

Wait a minute, what is that I am hearing wait, **YES** it's the sound of "*success, a sputtering and dying engine on an airplane*"??? It does seem ironical to me that I am now wishing for the normally dreaded, **ENGINE DIED & DEAD STICK** scenario?

I talk to self,,, Pay attention here, the **DEAD STICK LANDING** is up next. This plane has run great for me all season with hardly an issue and it occurs to me that I have never Dead Stick landed this plane before, even more stress, I didn't have enough. Well were going to get some experience real soon. It really shouldn't be a big issue, I have landed dead stick many hundreds of times on my competition combat and racing planes, it's how you normally land them. It's just that I haven't landed this particular plane Dead Stick yet. Just how much speed do I need to carry, well more is better than not enough. So I nose her down a bit more, and keep the speed up.....

Well the fragile propeller is fine as is the rest of the plane, with nary a divot in the field. The plane is at rest in the runway, my nerves are shot, I have a cramp in my neck I am cold and wet with sleet melting and running down my neck and back and my body is aching from the cold. Did I mention that its cold, my knuckles are actually Stinging, my hands are so cold.

Cont Page 14....

Stinging Stinger Cont.

But before my son heads out to get the plane, that landed on the field softly with a small bounce, he gives me a **HIGH FIVE** and a priceless “*Alright Dad!*” as he turns to run out to the plane.

All I could think of was, “*perseverance (if not tenacity) is a good thing*”, although tiring. About 55 minutes of stress packed adventure was finally over.

We didn't unload the van that night or start working on the plane. We went home to the warm house and I listened as **Audie** told my wife all about it. All she really wanted to know was, “*did I need to buy any new parts*”? L ? My son and I talked while we ate bowls of Chili. In an attempt to curb the stress, I think I ate too much. **WE CHOSE NOT TO GET ICE_CREAM AFTER FLYING THAT NIGHT!**

Adventures like these are, ammo for the holiday discussions and recollections that our family relives at each gathering. Not to mention the bench-racing sessions with buddies and pals.



**By Rick “Cowboy” Miller
Keep 'em Flyin**

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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.



~ 2015 Western R/C Flyers Event Schedule ~

(EVENTS FINALIZED)

January 2015

- **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 2015

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

March 2015

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

April 2015

- **Wednesday, Apr 8th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.
- **Saturday, April 18th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

May 2015

- **Tuesday, May 5th** - Club Meeting 7pm, at MEAD FIELD, bring a plane, open flying.
- **Saturday, May 16th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

June 2015

- **Tuesday, Jun 2nd** - Club Meeting 7pm, MEAD FIELD, bring a plane, open flying.
- **Saturday, Jun 14th** - Annual Spring Club Fun Fly at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 20th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

July 2015

- **Tuesday, Jul 7th** - Club Meeting 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 12th** - Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 18th** - Old-Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

August 2015

- **Tuesday, Aug 4th** - Club Meeting 7pm, MEAD FIELD a plane, open flying.
- **Saturday, Aug 15th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, Aug 22nd** - Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch and flying. Rain date Aug 23rd.

September 2015

- **Tuesday, Sep 1st** - Club Meeting 7pm, MEAD FIELD - bring a plane, open flying.
- **Sunday Sep 6th** - The 5th Annual Fall Fun Fly and Swap Meet. Swap meet setup after 9am. Open flying 10am through 3pm.
- **Saturday, Sep 19th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

October 2015

- **Tuesday, Oct 6th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- **Saturday, Oct 17th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

November 2015

- **Wednesday, Nov 3rd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- Nominations taken for 2015 Officers

December 2015

- **Thursday, Dec 1st** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- 2015 Officer elections



Western R/C Flyers Inc. 2015 Membership Application

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____

Amount Paid: \$ _____

2015 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