



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

March 2016 Issue

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### A Word from the President



Greetings Western RC Flyers!

Well the university's ag auction is over and the stuff on the field is mostly removed. The weather was nice to us, and the ground didn't get torn up as badly as the last auction three years ago. See my report with photos elsewhere in this newsletter.

Spring has apparently sprung and it's time to get the planes ready. Take the time to evaluate you batteries, before you fly. I lost a good bird to a battery failure last year, so take the time to check them properly.

We will be having a Western RC Flyers club meeting in April. Weather permitting, it will be at the field.

Hope to see you at the next meeting.

**Thanks!**

**~ Rick Miller**

### Next Meeting:

7:00PM Tuesday April 5, 2016

**Mead Field**



### Vice-President's Corner



Flying weather is getting closer. I hope everyone is getting ready for the flying season. I had a momentary lapse the other day and ended up with two new electric foamies. A Pulse and a Corsair. I can't figure out how that happens. I hear the field is kind of messed up from the ag auction. Looks like some work ahead. I have five planes from the last two auctions and two new ones I need to get ready when it's time to start flying. So I need to get busy and get them ready. That's it for now, hope to see you at the next meeting.

**Keep Building and Flying! ~ Rick Haneline**

## February 2016 Treasurer's Notes



Renewals continue to roll in and as of this date we have 22 members signed up for the 2016 season. This is about half of our regular membership and by early summer will be where it should be. The AMA filing has been sent in along with the UNL required *American Family* insurance Premium. Total cost for the two was \$220.00.

With all the warm weather we have been having I made a trip to the field a week ago just to see what if any damage has been done to the runway. With the moving of the agricultural equipment for the auction, I imagine that by the time they are done we will have plenty of work to get it back to where it was last flying season.

Hope you all continued to complete those new models and look forward to seeing you before long to kick off the 2016 flying season. Enjoy flying and land with ease.....

Your Treasurer - Dean Copeland



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

~ Dues are Payable by April 1<sup>st</sup>.  
Thanks for your Support. ~

### 400 Feet?

There has been a bit of confusion about the FAA "guideline" to not fly above 400 feet, largely because that is mentioned on the FAA registration site. Rather than program my radio telemetry to say "400 feet" every 30 seconds, I asked the AMA for clarification via their web site. In a matter of minutes, there was a reply from **Bill Pritchett**, the AMA Education Director. Here it is:

*Hi Loren -  
Thanks for the inquiry. Yes, it's confusing. The 400' altitude is only for guidance - it is NOT a regulation. The registration site is at best misleading and we've made every effort to correct that. As AMA members, we operate under 336 and do not have an altitude limit, but fly within the safety guidelines of the AMA. See and Avoid, never fly over people or property without permission, etc. are always in play for our safe operations.  
Go fly and have fun!  
Bill*

Loren Blinde

# Building Up-North Country

Report by Jim Drickey



You know the drill here, covered with gray tissue. The parts of plane all done and now doing insignias with color tissue. I take decal sheet that comes with model kit, place correct color tissue over it. Then I start with bottom color (*blue*) and cut out with extremely sharp single edge razor blade. Using the decal as a guide, it is very important to have very sharp blade! But don't be afraid to grab another sharp one. Can buy these blades from NAPA for 10.00 a hundred, they are cheap. Then continue with white star (*any white color, tissue has to be doubled to look right*) and then do the red dot.

Wings and fuse have first coat of dope on, which is a must before placing insignias on the plane. Carefully place and use thinned out white glue over entire layer of insignia tissue, but on the insignia only and no surrounding surface tissue. Use the white glue sparingly making sure all air bubbles are flattened out. A wet finger helps do this while insignia is still wet. Be very careful here, wet tissue tears easily! This method takes time but looks much better than a "shiny decal" stuck on!

After all insignias are on and dry, a final coat of flat clear is applied over entire model. Then final assembly of parts can begin. Plastic cowl will be painted with matching gray color. These little S&T (*stick and tissue*) jobs take time, don't rush it, walk away for a while to regain proper mental stability to deal with "World of Small". You can see tail colors on in picture. The inter-plane wood struts coming up, have to be sanded and stained for color.

I'm done with the covering ....some insignias going on ....first coat of dope on ....smell is great! It reminds me of "sniffing glue" when a kid. Done fitting plastic cowl, inter-plane struts next up.... Anxious now the spring is here.

Capt. Insaneo.....*Over and Out*



## 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.

## Post Auction Field Report

Report by Rick Miller

### Good news:

- NO BIG Trench's or Holes like last auction.
- Most of the stuff is gone.
- The auction buyers have 1 week to get all their stuff out of there after the sale.
- There are a few things out there yet but I believe that you could fly there if you pick your spot to land etc.
- North end is fairly clear.

### Bad news:

- There is some damage to the turf; primarily from the snow plow the university used to clear the field.
- Four auction items are still sitting way out on the field; not counting the stuff up by the fence.
- Two of the four are heavy - 1 truck; 1 stack military tires; other stuff is minor plastic pipe and a small plastic pickup liner.

### Club action:

We will need to go out and address the snow plow scrapes. I did some patching one evening already until dark. There is a harrow on the field that I could make use of if no one claims it in the meantime. I will call Rich at the university to see if it's okay.



Cont. Page 4

## Post Auction Field Report Cont.



# WANTED

Articles and photos for newsletter from club members. Your builds, airplanes, etc. Send to me at Nelsonsc3@cox.net



## The Cumulous

Report by Jud Bock



If you have been following some of my inane drivel in this rag, you will note that I talked about the delay in getting started on my winter project for this year, the "Shereshaw Cumulous". It was supposed to be started in November, but the plans never showed up till late January. By that time, I had started and finished another model, the "Sinbad Sailor." Then I debated on whether to even start the Cumulous this year. Well, I got bored as usual, and decided to start it and quit when flying season started.

So the pictures enclosed show what the plane should look like when finished (*not sure who built this one*) and several other pictures of where the plane stands now. As usual, the plans basically give the builder the outlines of the plane and the size wood used but not much else. Because the plane has a large wing, I opted to build it as a two piece wing which makes construction much more difficult and many more questions to be figured out. Ditto, the fuselage, because this plane was designed as a gas free flight, and since I make all of my planes electric nowadays, making room in the rather small fuselage interior for the battery and the Esc. proved challenging. However, things are coming together as you can see with the framed model to date.

Cont. Page 5

## The Cumulous Cont.

Some specs on the plane are as follows; Wingspan=96 inches....Power will be a .60 size electric motor and a 100 amp ESC, removed from the "Shereshaw XP-3" I built. It is going on the block the next auction. The plane is coming up pretty light and what you see in the picture so far only weighs 4 pounds, but I figure what will be left in weight will almost be double that or pushing 7-8 pounds ready to fly with the power package. I probably could get by with a .46. size electric, but since I already have the .60 and it's not much heavier, I am going to use it. I know from experience the power of the "Tacone" .60 so will have power to spare. I will be swinging a 15-8 prop probably.

So that's it for this month. I may or may not get it done for the flying season. I have much work to do here at home, plus golf when it gets warm. So doubt if it will make the field this season.

Till next month's building report....Jud

SPECIAL NOTE: Well, thought you might get a kick out of what I found on the internet....a video of *Shereshaw* test flying the "Cumulous" in 1937 in B/W and "Frannie" test flying hers in color in the same video. I have mine almost ready to cover. The fuselage was a bitch to build and took a lot of time fiddling around. I note that both the video test flights went well. I hope this *Shereshaw* design test flight goes better for me than the other one did, the "XP-3".

Anyway, Enjoy.....Suggest you watch it in full screen and sound on....Jud

<https://www.youtube.com/watch?v=cXGwz-HVKM>



# Recycling an Ugly Stik

By Doug Clemetson



As a beginner that got hooked on this hobby after completing my first build (see the Sep 2015 edition of *Tailspin*), I was anxious to start on my second project. Last August, Nelson Carpenter told me that Dean Copeland had acquired some more planes from an estate and had them for resale. After contacting Dean, I

purchased a used *Das Ugly Stik* from him. The wing had been recently repaired but still needed to be recovered. It came without any servos so Dean supplied me with a set of *Airtronics* servos and a battery. The engine was a 2-Stroke *Super Tigre 56* which was mounted inverted without a muffler and had an 11 x 6 propeller. Dean felt the engine might not be very good so he also supplied me with a new *Magnum XL 61* 2-Stroke engine in case I needed it. Push rods and control horns were already installed for the elevator, rudder and nose gear steering.

Restoration of the *Ugly Stik* started by covering the wing with dark red Monokote. Next, white Monokote squares were added near both ends of the wings. Black stripes were affixed along the edges of the white squares and the black *German Iron Cross* decals were applied. The ailerons were painted with white and black paint near the wing tips. The fin and rudder were painted white along with the fuselage aft of the wing trailing edge and the black *German Iron Cross* decals were applied. Three servos were installed in the fuselage and connected to existing push rods for the elevator and rudder. The rudder servo was also connected to the push rod for the nose wheel steering. A new push rod was added and connected to the throttle servo. Another servo was installed in the wing and connected with new push rods to the aileron horn controls. A 4-channel *Spektrum AR400 DSMX* receiver was also installed. The *Super Tigre* engine was removed and soaked in denatured alcohol to remove the fuel residue from the engine and the gummed up carburetor barrel. After cleaning the engine it was remounted upright and a *Tatone Pitts* style muffler was attached.

The restored *Das Ugly Stik* has a wingspan of 70 inches and weighs 6 pounds 15 ounces. With a wing area of 938 square inches, the wing loading is 17 ounces per square foot.



Ugly Stik before restoration



Ugly Stik after restoration. This picture shows the *Super Tigre 56* engine mounted upright with a *Tatone-Pitts* muffler attached



Inverted *Super Tigre 56* engine without a muffler before restoration.



*Magnum XL 61* engine replaced the *Supre Tiger* engine after the first aborted test flight.

## • Ugly Stik Test Flight

The first attempt for a test flight at the *Mead* facility was on October 25, 2015. Unfortunately, the engine was not idling properly so the test flight was aborted. Tom Wild performed diagnostics on the *Super Tigre 56* engine and found that an O ring or gasket was missing where the carburetor connects to the crankcase. It appeared that the carburetor was not the original one for that engine since it had a smaller throat and a metal ring was inserted to act as a bushing so the carburetor shaft would fit into the crankcase. This did not provide adequate seal and it was likely that the carburetor was drawing in too much air at idle. Tom also checked over the rest of plane and made a few recommended modifications. First, the elevator was hitting the rudder which limited the up motion, so Tom suggested I cut a notch in the elevator so it wouldn't hit the rudder. He also recommended that I use stronger pushrods and connectors on the ailerons.

After the aborted test flight, the *Super Tigre* engine was replaced with the new *Magnum XL 61* 2-stroke and modifications were made to the elevator and aileron linkage. A second attempt for a test flight at the *Mead* facility occurred on November 7, 2015. Loren Blinde served as the test pilot and assisted with setting up and adjusting the throws for the ailerons, rudder, elevator and throttle. Winds were light at 2 to 7 mph from the SW. Temperature was 58 F. Pressure was 30.37 inches.

The *Ugly Stik* flew straight and level during the test flight. It also had plenty of power to accelerate quickly. Loren made several passes by the field and the controls seemed to work well. After several minutes of flying, the engine cut out and Loren successfully guided the plane back to the runway without power for a safe emergency landing. After diagnostics on why the engine stopped, it was found that there was a leak in the refueling line so the tank was probably not staying pressurized. After the test flight, the fuel lines were replaced so now there are only two fuel lines connected to the tank, one to feed the carburetor and one for the vent connected to the muffler to pressurize the tank. I am looking forward to testing the *Ugly Stik* again this spring or summer.

I would like to thank Dean Copeland, Nelson Carpenter, Tom Wild, Loren Blinde, and Rene Mayo for their help in getting the *Ugly Stik* recycled and flying again. If you have any questions or comments, please contact me at: [clemetson@att.net](mailto:clemetson@att.net)



Loren Blinde with the controls getting ready for take off with myself observing. (Photo by Rene Mayo)



Test flight take off. (Photo by Rene Mayo)



Test flight with banking left turn. (Photo by Rene Mayo)



Test flight final approach for landing. (Photo by Rene Mayo)



## ~ 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 Meeting 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 9th** - 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 27nd** - Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch and flying. Rain date Aug 23rd.

### **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