



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

March 2018 Issue

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A Word from the President



How about this weather that we've been getting lately? If you are like me, you're getting the itch to be out at the field flying. Are your winter projects done?

If we're lucky, the spring thaw won't amount to much. Meaning the runway will not end up being water logged from snowmelt, and be free of rutting. Be sure to keep that in mind when driving out to the field. Including the pit area if you can avoid soft areas that could end up in deep ruts. Thanks!

Note that our club no longer maintains its own website. Refer to Keith Paskewitz Metro RC website (<http://www.metrorcflying.com>) for current and back issues of *Tailspin* as well as club's schedule of events.

Your club dues can be sent in anytime now that we are well into the New Year. Dues become delinquent April 1st. Please send them into **Dean Copeland**, address at bottom of newsletter. Include your return postal address, your AMA number, and a current e-mail address. Dean will send you the 2018 club membership card by postal mail.

See you at the Field!

- Rick Miller

Next Meeting: TBD



Vice-President's Corner



I haven't done much lately. Been a little under the weather. I have got the bigger motor on my *Taylorcraft* and it's about ready. I need to get the *Rascal 110* finished and the engine on the *Citabria*. Then I'll have 4 giant scale planes ready to go.

I heard we had somebody tearing up the field again. I wish we could find out who and make him pay. I hope a lot of you did some building and/or repair work this winter, and have a bunch of planes to fly this year. I'm looking forward to a fun flying summer so get them ready.

Fly 'em!

- Rick Haneline

Treasurer's Report



card. Thanks.

There isn't any news on the Treasurer's front. Some new members and the renewals total 35 club members end of February. Our coffer is building back up to handle our club's 2018 budget. Please continue to send your dues in, and I'll be sure to turnaround your new 2018 field

Your Treasurer

- Dean Copeland

~ *Dues Renewal for 2018 are Payable by April 1st. Thanks for your Cooperation. ~

*Your 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.

*Western R/C
Flyers*

Blast from the Past - Hornet

By Loren Blinde



Here's another blast from the *Radio Control Modeler* magazine past, this time October 1977. The Hornet. A 37" sport/pylon racer. The first one I built didn't survive the first flight. A small plane with a screaming *Cox TeeDee* engine (*no throttle or shut-off*) was a bit faster than my fingers. Little wonder for a beginning glider pilot with more ambition than sense.



Finding the Hornet plan on *Outerzone* (https://outerzone.co.uk/plan_details.asp?ID=5419) gave me the opportunity to give it another try. It's a very easy build. If you've ever contemplated scratch building, something like this would be a perfect way to start.

My modifications were electric power, a bolt-on wing and two aileron wing servos salvaged from a crashed *Hobby King* racer. The power is modest; 22-10, 1650Kv. eCalc predicted 55 mph but the small size and sleek lines makes it seem much faster. It's very light, 20 oz. ready to fly.



Oh yeah, the flashy/trashy covering is fluorescent red *Ultracote*. Probably the most visible color I've ever flown. It's a fun plane, flies great and is an easy fit in a car full of bigger planes.

Loren

Round the Skunkworks

By Tim Peters



I revealed the latest *Skunkworks* project to some celebrities for review. Here are their comments:

Arnold Schwarzenegger: it's a choppah!

Trump: It's got to be fake news.

Ben Franklin: It'll cause a storm for sure...where's my kite and keys?

Amelia Earhart: Airplane crashes are best seen from a distance.

The Godfather: It'll sleep with the fishes shortly.

Warren Buffett: The best thing I did was choose the right heroes. The guy who assembled this is not one of them.

Henry Ford: It would look better painted in black.

Isaac Newton: Patience is genius. Obviously this was a rush job.

Scott Frost: It's my hope that by returning this to its roots, and maybe with me coming back, that we can get that passion all pointed in the right direction.

See, I had this *HobbyKing Bixler* foam airplane in the back of the shop, and it hadn't seen any flying activity in a couple of years. And the cold temperatures both outside and in the Skunkworks were causing problems with my mental acuity. I starting thinking, "Hmmm....what can I do to undermine this excellent aircraft and become the focus of laughter and humiliation among my fellow Western Flyers friends?"



Let's just describe it as being a PIA (*Propeller Interaction Aircraft*).

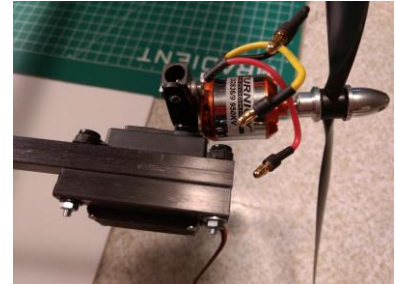
It's a tilt-rotor 'vertical take-off and landing' (VTOL) aircraft. Once in a hover, the rotors can tilt from horizontal to vertical, providing forward thrust for the wing to generate lift. After flying around, the rotors return to horizontal allowing the PIA to hover to a landing.



The PIA is still on the bench waiting for completion. Two square carbon-fiber rods are attached to the wing with a servo-mounted electric motor at each end of the rod. The servos are digital metal gear ball-bearing and will (*fingers crossed*) hold up to the various forces during flight.



The PIA is controlled through normal R/C (*Spektrum*) gear and 32-bit autopilot, the 'Pixhawk'. This controller is a step up from the APM units I use for other drone aircraft, as *Pixhawk* software has provisions for VTOL aircraft including tilt-rotor. There are a total of (10) servos, (4) motors, and (4) speed controllers.



Why do the front motors point upwards and the rear motors point downwards? –If the rear motors pointed upwards, upon tilting into forward flight the motors would blow the wrong way, countering the thrust of the front motors.

The landing gear came from a Raptor helicopter.

And like other crazy ideas, I'll discover that it's a true PIA during flight testing. Stay tuned.

A 34 sec video made by Tim shows the four tilt rotors in action:

https://www.youtube.com/watch?v=tM19_8EmOwM&feature=youtu.be

The Fokker Project

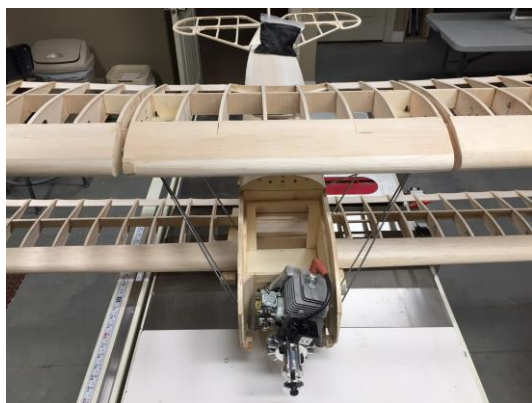
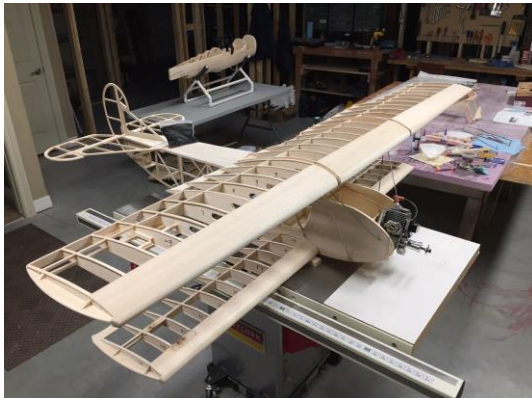
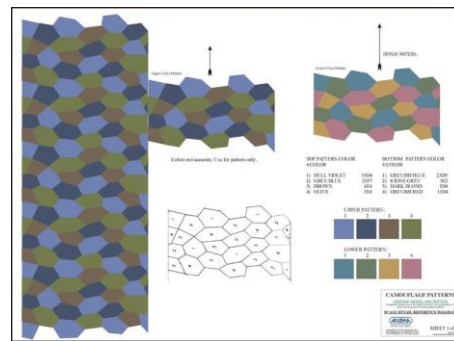
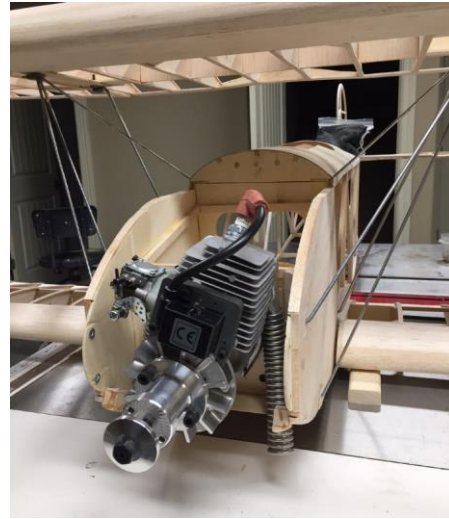
By Bernie Baker



This year I decided to get in way over my head with a *BalsaUSA* quarter scale *Fokker DVII*. There are several aspects of this project that make it a real challenge (*for me, at least*). First is the size. It has an 88" wing span, which is too large for my truck, so I had to break down the top wing into three sections. Secondly, this is my first project with a gas engine, so we'll see how that goes. I selected a *Zenoah G38*, which I found on *RCGROUPS*.

Finally, I'd like to have a lozenge camouflage scheme on the wings. Preprinted covering material is available with that design, but it's really expensive. I'm going to try to paint it myself, saving a lot of money, but most likely losing my sanity. (*We'll see how that goes.*)

Enclosed are some pictures. I hope other club members are using these cold winter months to tackle a special project. See you in the spring.



Western R/C
Flyers

"Last Flight of the Vulcan"

By Jud Bock



Because all of us love anything having to do with aviation and flying, R/C and full scale, I thought you might be interested in a short tale about the English "Vulcar", certainly one of my favorite airplanes and in my opinion, the most beautiful bomber ever made, if bombers can be considered beautiful due to why they were built.



Back in the "70s", I was cooling off with R/C, my four kids were raised and had left the nest, so I had a few bucks left at the end of the month to spend on myself. So, I decided to fulfill one of my lifelong dreams to become a pilot. My spouse, the good old girl that she is, agreed that I should do it, so I started looking for an instructor. My job at the time, was office work on the night shift, so I had quite a bit of time during my shift to myself. I virtually read the morning "Weird Harold" from cover to the last page, and while doing that one night, I spotted an ad in the classifieds that said, "Learn to fly...\$500.00". Wow, I thought, that is sure a hell of a lot cheaper than what they told me at "Sky Robber", who quoted me a price three times that. So, I called the number and a man answered and said, "John Sanders speaking".

It turned out that John was very personable young man himself who owned a Cessna 150 which was based at Eppley and was looking for a few students as extra income for himself. We chatted for a few minutes and ended up with me scheduling my first hour of instruction the next day. To get back to the "Vulcar" story and not to dwell on this further, I went on to finish the instruction, soloed in six hours and became a full scale pilot in 1972.

After getting the license, I became very active in E.A.A., (Experimental Aviation Association) and after belonging to the local chapter for several years, I was elected President for one year. During that year, I was invited to quite a few aviation themed events and one of them was an invitation to hear a talk at the Offutt Officers club to be given by two pilots from England who flew the "Vulcans" in and out of Offutt. You old-timers can remember them coming in and out of the base, during the cold war and into the "70s".

So, the spouse and I went to the talk which I found super interesting as a new pilot, and after the program was over and we were having refreshments, we were invited to talk to the pilots. I asked the head pilot if there was any chance he would come to the E.A.A. club meeting and give a talk about how it was to fly the "Vulcar". Much to my surprise, he graciously agreed, and it was set up. He and his wife would come to our home for dinner and then we would go to the Club meeting where he would give his talk.

The next meeting, our plans took place and both my wife and myself at dinner at our home, were utterly charmed by both the very cool pilot and his beautiful wife, plus their very English accents only increased our admiration.

So, you are probably thinking about now, where is this guy going as far as the "Vulcar" is concerned. One cold and nasty day a few weeks ago, I was housebound, bored and decided to watch "Netflix" to kill a couple of hours. I turned on the TV and was browsing the "Netflix" program list, and chanced upon the column that said, "Newly added shows". I spotted one that said, (yep you guessed it Sherlock), "The Last Flight of the Vulcar".

NETFLIX

Well, it only took me about half a second to click on it and it was clearly one of the best and well put together documentary hour show I have watched for a while. As I am naturally biased on anything aviation-themed, I thought you readers might also enjoy it as much as I did, thus this little recommendation to watch it.

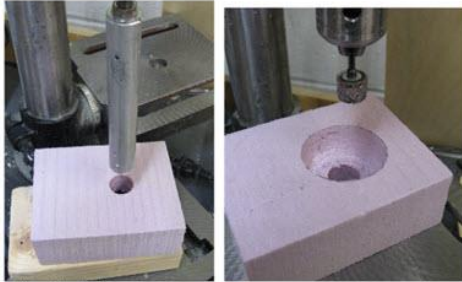
You must be a subscriber to "Netflix" or at least that is where I found it. It may be found on line somewhere, but I didn't do a search. I should mention that the program has an individual EmCee'ing who is part of the story who they have supposedly allowed to be a part of the preparation of the "Vulcar" prior to the last flight. I found him to be kind of cheesy, and also kind of phony, but I suppose he is a big hit in England. I hope you can find this on "Netflix" and watch it, because I think you will find it very interesting as I did and hate to see this great English aircraft put out to pasture.



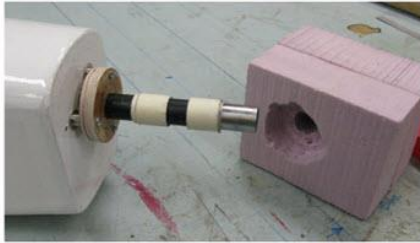
Tom's Homemade Cowl Steps

By Tom Wild

1.

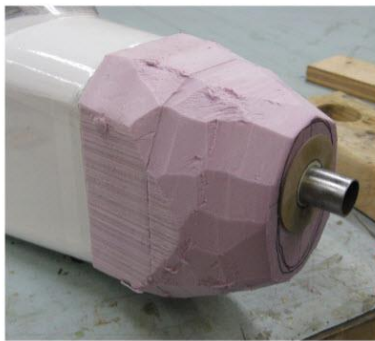


Bore holes in foam block to mount on motor mount
Counter bore to clear motor mount jig.



Motor mount jig to help position the nose of the cowl.

2.



Rough shape of the cowl; notice the fiberglass cowl ring on end of the pipe.



3.

Shaping cowl on disk sander. If you don't have a disk sander you are doomed.



Put clear packing tape on the plug to act as a mold release.

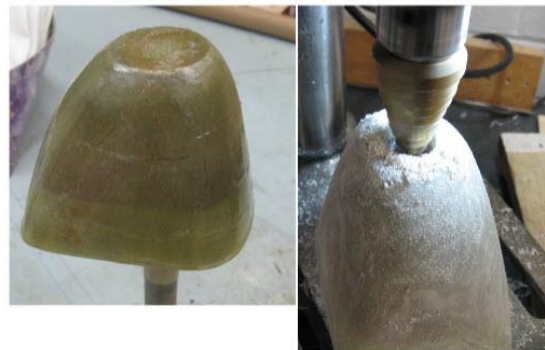


4.

Use covering iron at low temp to take out the wrinkles. Notice front cowl ring installed after the tape. Extra masking tape was added to adjust the size of the plug.



First coat of fiberglass applied. Lead weight used to smooth out the nose of the cowl. Ceramic space heater used to speed the cure time.

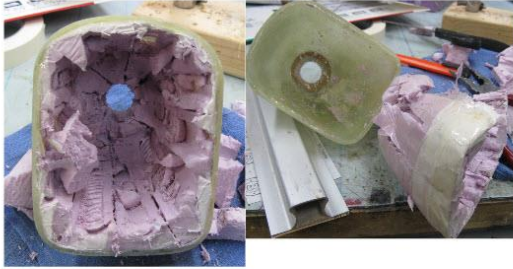


More coats of fiberglass with sanding in between coats. Cowl nose drilled out using step bit.

Cont. Page 7

Tom's Homemade Cowl Steps Cont.

5.



Remove the plug using hacksaw blade and needle nose pliers. You will be glad you covered plug with packing tape first.



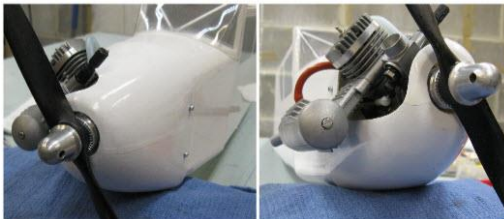
Shrink 2 liter pop bottle over cowl to make a clear sacrificial cowl to be used as an engine cut out guild. Extra step but it doesn't take that long.

*Western R/C
Flyers*

6.



Test fit your home made cowl. Trim, trim, trim.



I like to cover the cowl with ultracote, but you could paint it too.

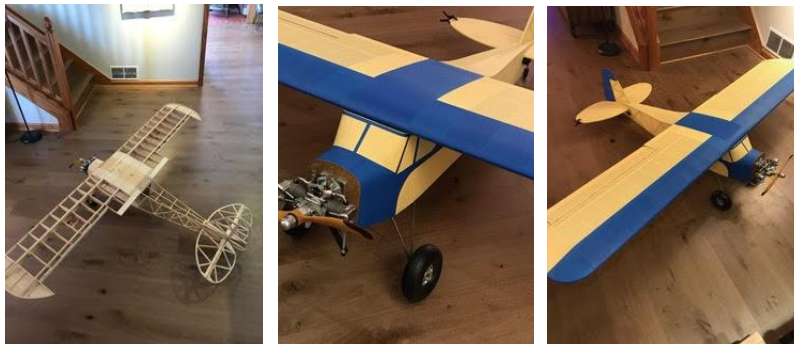


NOTE: April start for OT/EPG.

Other Member Winter Builds



Two huge airplanes built by **Tom Floyd**. A "red tailed" Four Star 120 powered by what Tom says is an "unused" O.S. Max 1.20 four-stroke. The old timer (...the airplane) is a Dallaire. The wingspan is 108 inches, and Tom is using an Enya 60 four stroke for power.



Steve Rasmussen acquired this bird (name unknown) from **Loren Blinde** who had gotten from a garage sale at Bud's. Steve covered it in Solartex. Note the twin cylinder Saito engine. It has an 82" wingspan with 16" cord. Steve says "The tail is very Cub like, but the fuse is far too wide to be your typical Cub."



A 1/4 scale Balsa USA Nieuport kept **Jack Barry** busy this winter. Wingspan is 80" and weighs 12-14 pounds. He has a Zenoah G-26 mounted on it. The "Knights of the Air" pilot was hand painted by Jack. Kinda looks like him. Outstanding!



An auction "find" in Kansas City, netted **Larry Wosecyna** this good looking Telemaster. He has since converted it to electric power. Larry says: "The Telemaster is an older build nicely done, but not on the light side. Power will be provided by an O.S. 5010-810 motor controlled thru a Castle Creations 75 amp ESC. For starters, the prop will be 12x6 and a 4s5000 Lipo pack. This should provide about 750 watts of power for the 7 pound plane."

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Other Member Winter Builds Cont.



Doug Clemetson built this Cessna 182 Skylane from a Global Quality Kit. It has a 72 inch wingspan with a wing area of 700 square inches. Weight is 7 pounds 15 ounces so the lift is 26.1 ounces per square foot. It is powered with a Saito FS-72 four stroke engine and a 12x6 propeller. Four HiTech H5311 servos were installed along with a Spektrum AR610 receiver and 6.6V 2200 mAh 2S LiFe battery. It has not been flown yet so the cowl will be installed after the maiden flight in case adjustments to the engine are required.

Doug Clemetson made sure his new creation was different looking than others at the field. He accomplished that. Good job!



Scratch built from plans he enlarged to 115% so that it ended up with an 81" wingspan, is **Nelson Carpenter's "New Ruler"** in transparent violet and gray. Powered by a Saito .45 four stroke. The original New Ruler design has a polyhedral wing, but was removed in this build out of "builder preference." Anyone have an idea who is the pilot sitting in the cockpit?



Tom Wild knocked out this scratch built classic looking airplane called an Airchild. It has 54" span, 25 motor, Built from 1979 AMA plan # 281. It has 54" wingspan and uses a .25 size motor. The cowl Tom handmade is the same one featured in his "how-to-do-it" article above.

NOTE: I'D LIKE TO INCLUDE MORE MEMBER AIRPLANE PHOTOS IN THE UPCOMING NEWSLETTERS. PLEASE SEND ME YOUR PHOTOS WITH DESCRIPTION. TKS.



~ 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