Western R/C Flyers

OMAHA, NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

MARCH 2021

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A Word from the President

(No Report at this time.)

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

Treasurer's Report

Not flying because it is winter is one thing but this cold weather is a little too much. Temp. Feb. 15th of -12 deg. this morning not good for flying or me.

Approx. half of our membership (28) has blessed me with their renewals for the 2021 season. Without any expenditures our account continues to grow.

Assuming that you all are busy in the shop with new or repairable aircraft. Stay safe and well.

Happy Landings ***~ Dean Copeland***

Vice-President's Corner

This is written on *Valentine's Day*, and the outside temp is -6 degrees. I'd clean the workshop but I need to defrost it first. (*Insert snare drum and cymbal crash for dumb joke here.*) Hope your non-flying season is going well. I am finishing a *Sig 'Astro Hog'* plane. Low wing, tail dragger, .60 nitro motor. It's been under construction since last summer. Next projects will be gliders; I have a '*Marks Models' Windfree* (*thanks to Loren Blinde*) and an '*Astro Flite' ASW-17* that I purchased from a fellow in Germany. These sailplanes are two '*Golden Oldies*' kits from the 1970's. Given their pristine condition, I hate to disturb the contents to get started building on them. Then again, I am not getting any younger. 😊

Cont. page 2

Vice-President's Corner Cont.


'*Tap, tap, tap…….hey, is this microphone on?*' I didn't get any response on last month's suggestion for a '*foamie combat*' event, so I guess I'll table that discussion for another time. Let me know if you were interested but too bashful to let a big shot like me know your intentions. (*My email is at the top of the newsletter*.) Maybe we can still hold this prestigious event. Regardless, hope to see you at the field soon.

Just so you know, I value the safety of you, my fellow minions. A few years back I did a glowing review of a *Gorilla Glue* product that I had used with a foam aircraft. Given recent developments, as a Public Service Reminder, do not use *Gorilla Glue* as a beauty product! Industrial-grade adhesives are not an alternative for hair spray as documented:
https://globalnews.ca/news/7634615/gorilla-glue-girl-hair-surgery/

Come out and fly! ***~ Tim Peters***

Secretary's Notes

Rick Miller called an impromptu *Zoom* meeting to discuss WRCF events for this year. Because of the short notice, only **Rick Miller**, **Tim Peters** and myself were on the call. After seeing everyone's responses to Feb 26th email chain it was decided that *WRCF* will have 3 events in 2021. Also, in an effort to coordinate with the *Omahawks*, we agreed to shoot for the 3rd Saturdays of the months of May, June & August.

The tentative event schedule is as follows:

- **WWI & Golden Age Fun Fly - Saturday, May 15th**
- **Western RC Flyers Fun Fly - Saturday, Jun 19th**
- **Bud Hall Memorial Fun Fly - Saturday, Aug 21st**

Rick Miller also scheduled another *Zoom* meeting for this Thursday, March 4th at 7pm to talk through the details with the rest of the officers, and anyone else who would like to join in. *Zoom* call-in details to follow by separate e-mail.

Wheels Up! ***~ Tim Ryan***

Mead Field Weather Station

Weather conditions reported by Weather Underground. Station is installed at ARDC Farm/Facility Shop adjacent to field.

https://www.wunderground.com/dashboard/pws/KNEMEAD2

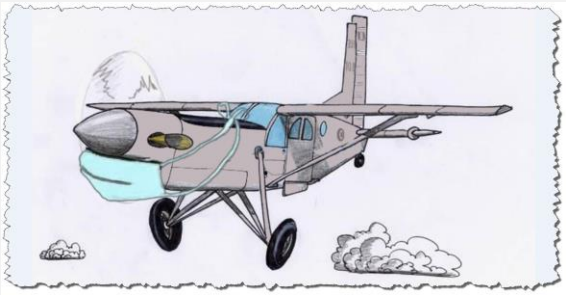
SEND ME A PHOTO OF YOUR LATEST, OR OLDEST, AIRPLANE. A ONE LINE DESCRIPTION IS ALL YOU NEED IF NOT WANTING TO SAY A LOT ABOUT IT. I WOULD LIKE TO RUN THESE IN THE NEWSLETTERS. THANKS, NELSON

ACME BALSA MILL ships FREE on Amazon.

FRONT PAGE PHOTO: A Douglas *C-124 Globemaster* II, nicknamed "*Old Shaky*", is a retired heavy-lift cargo aircraft. From 1949 through 1974 they were in service with the USAF. A total of 448 built.

TAILSPIN NEWSLETTER BACK ISSUES

http://www.metrorcflying.com/metro_newsletters.htm



KEEP YOUR GUARD UP!
……IT'S FAR FROM OVER.

Old with New

Sent by Mike Lawver

I've had this for 3 years and just getting it put together. It's a *Lanier Extra 330* 87" WS (*New ARF / Old Tech*). Pulling it will be a *DLE 55RA* (*the third plane I've had this engine on.*) Using *HiTec* digital servos and *Smartfly* power system (*New tech.*)

I had some issues trying to get the dual aileron servos ganged and matched, but finally after 3 nights got it figured out. Hopefully this is a good mix of "*Old and New.*"

Hogs in Basement

Sent by Jack Barry

Got two *Hogs* in my basement. The *Sig Hog Biplane* has a Saito .91 four-stroke and the other *Hog* a *Saito* .82 four stroke. Both are covered in *Solartex* and painted. The regular Hog had its maiden flight late last fall. I just finished the biplane.

THE SENIOR KADET STORY

By Jud Bock Sr.

Well, another year has come and gone and good riddance to it I say. What a horrible year for the world and in the little tiny space we occupy in it, and it wasn't good for us or our hobby. I guess if we or/and our kin have stayed virus free, we should be happy about that. I know that I am, especially being in the highest risk to catch it age-wise. But life goes on, so probably like many of my fellow modelers, I have spent many hours in my shop in the basement. I had a very bad year wrecking my birds and had four of them sitting in a pile, waiting for CA and balsa to shape them up to look like airplanes again this winter. Three of them were not too bad and I managed to complete the repairs on them quite quickly. Then fourth was a different case, and I opted to build a new model before tackling the major re-build.

As I am headed towards 88 years on this planet, I find my flying needs considerably different than when I was younger. With a bad back, I found bending over long periods of time, tinkering with a balky glow or gas engine no longer acceptable to my back. So 5 years ago sold all of my fuel engines and converted everything to electric. At the field you plug in a battery and go fly. Pain level to back …zero. Another thing you guys and gals will be faced with ..if not already..is your sight. I have probably a half dozen smaller planes I have quit flying because they are getting away from me simply because I can't see them as well as in the past. I am still O.K. with bigger birds such as *Old Timers* and large gliders, but my sport planes are either too fast or too small. I needed something that I can see that fly's reasonably slow, thus this article.

So, I took a trip to *HobbyTown* to see if they had any kits that would fill the bill. The only Bird that I could see that filled my requirements, was a tried and true "*Sig Senior Kadet*".

With an 85-inch wing, I felt that seeing it in the sky would work out fine and seeing them flown at the field I knew that they are fairly docile to fly. However, I wanted a sport bird that would do more than a glider, so I decided to make some modifications that would give me more diversity in flying it. I wanted it to be able to do rolls, *Cuban Eights* and other maneuvers that would require ailerons. Adding them should give me the aircrafts maneuvering ability I want.

So after adding the ailerons, I also knew that the recommended 30 degrees of dihedral would not allow me to do the maneuvers that I wished to do so I reduced the dihedral to 5 degrees (est.).

My next concern was the weight difference of a glow or gas engine compared to an electric motor. In almost all of the many planes I have converted to electric, they have all been tail heavy unless I corrected the design when building it. I really hate to add weight to an airplane to make the balance point, when shifting where the weights are during the construction will make the balance point without adding weights. So, I added 4 inches to the fuselage nose when building it.

After a couple of months in my man-cave and workbench, my project is complete. When I see all of the beautiful projects some of my fellow pilots are building, and how super complicated they are compared to my rather simple electric modifications, I am somewhat reluctant to even submit this article. But even though it is simple in comparison, doing these mods. to one of your future projects as you get older with old age problems, may occur. So, it may allow you to stay in the hobby awhile longer when your sight starts to give you problems flying.

The specs. On the finished *KADET* are as follows, if you are interested:

- Motor used: .60 sized electric
- ESC used: 80 amp
- Battery used: 4000 X 5 cell
- Prop. Used: 13 X 5 (May change)…(*Battery Voltage 18.5 X motor RPM 400 =7400 max. prop RPM*)
- Finished weight with everything in it ready to fly: 7 lbs., 3 ounces

So, see you at the field and keep the shiny side up……..

Western R/C Flyers

WORTH WATCHING

Have something worth watching? Let me know at J3flyah@gmail.com

Nice documentary on the Douglas DC-3 and its military version the C-47 airplane. Great historical production and early use footage. Includes something on its restoration too.

https://youtu.be/bkXHx0i2vHs

"The Bridges at Toko-Ri" (1954) – Aircraft footage operating off the USS Oriskany (CV-34) during the Korean War. Outstanding excerpts from the movie with the Navy's F9F Panther fighters. Showing my age here, but did anyone else ever build a plastic model of the Panther in their youth?

https://www.youtube.com/watch?v=K46-MRxjteU

F4U Corsair 3100mm span with Moki 250. This one needs sound ON to view.

https://www.youtube.com/watch?v=KMosjLVJHKo

Aviation Weather Forecast
Wahoo Municipal Airport, Nebraska

http://www.usairnet.com/cgi-bin/launch/code.cgi?Submit=Go&sta=KAHQ&state=NE

(Mead Field) - HAUL ALL THE AIRPLANES YOU WANT TO THE FIELD. DON'T HAVE A ROAD MAP OR YOU HAVE TROUBLE FINDING THE FIELD? NOT A PROBLEM. LOOK UP THROUGH THE PLEXIGLASS DOME ON TOP OF FUSE. THEN USE YOUR SEXTON AND CELESTIAL NAVIGATION SKILLS. VIEW THE STARS TO CALCULATE THE WAY. DARK SKIES OPTIMUM AND MORE RELIABLE.

SUBSCRIBE TO TAILSPIN

Club membership not necessary. Send your e-mail address to J3flyah@gmail.com

Western R/C Flyers

Teal Spacewalker

By Scott Kuhn

EDITOR NOTE: At my urging I was able to convince Scott that he should show us his latest building project. It really looks good.

Nelson, I am a little apprehensive providing pictures of the stuff I build when I see the quality of work some of the other guys are doing. I clearly cannot hold a candle to most of them, but whatever. Here goes nothin' . I was given a ¼ scale *Sig Spacewalker* kit last spring by a good friend of mine and finally got around to building it this fall.

I went a little overboard on some of the details, and I have never liked the colors of the original so I picked new colors. In order to get paint that was metallic teal for the cowl, wheel pants, and landing gear; I took a piece of hard wood that I covered with the metallic *Teal Monokote* to a local auto parts store. They scanned in my sample and mixed the paint for me then loaded the paint into a spray can. It was a bit pricey but you have to admit that it is a very good match. *Hobby Lobby* provided the combing (*pleather and suede*) materials and the gages and other instrument panel items I made from various items I had in my shop. Here are some pictures.

Scott

Western R/C Flyers

SOUP'er CUB

By Brian Peterson

Hello everyone,
Except for a few little details and painting the yellow tips on the prop, it's finished. To refresh your memories, I wrecked this *Dynaflite Cub* several years ago and am finally getting around to rebuilding it. I had to remake a new back half of the fuselage and splice it on to the front to repair the damage. I also changed out the old *Moki* glow fuel engine for a gasser. The *Klass Kote* paint was very easy to work with and I will be using it again on another project. Only downfall I can see is the cost, but it covers well and the many standard colors they offer make it easy to match paint chips. The engine is an *O.S. GT 33* with an 18-8 prop. Final weight…..uh….. heavy, although it still should fly well with that much wing. Besides, I won't be doing any 3D stuff with this one, not that I can do 3D anyway. After the *Cub*, I will be restarting my 1/3 scale *Nieuport 28*. I'll be sending some pictures of this WWI fighter to Nelson for the newsletter.

Well it looks like I'm having "*soup*" for supper tonight. See you at the field.

Brian

Bucker 133 Jungmeister Half Scale – Part 4

By Jack Wilhelmi

This month I will attempt to relay some of the processes we went through in selecting and laying out all of the equipment, electronics and hardware required to complete the Jungmeister.

The very first paragraph in the Bucker 133 Jungmeister manual provided with the kit reads as follows, "The manual, just like the model, is meant for modelers who are experienced both in building and flying such models. Therefore, we will not go into elaborate detail." This paragraph had a sobering effect on all involved. We decided from the beginning that every detail and decision deserved very careful scrutiny and as much advice as we could garner from others.

Engine selection weas very simple. We had seen a similar Jungmeister fly at Joe Nall two different years and had visited with the owner, pilot, and builder numerous times. His airplane flew with authority and scale and he was using a Moki 400. He had tried a Moki 250 and was not happy with the results. We have also had many conversations with Craig Bradshaw of Dallas Texas who is building his second Jungmeister and he also used and liked the Moki 400. So that was an easy decision.

Servos became an interesting investigation. Remember the days when all servos were 4.8 volts and 100-ounce inches was a big servo with some possible adjustments made electronically in your transmitter. Well, those days are gone forever. As you probably all know we now have servos with operating voltages that exceed 8.0 volts and torque approaching 1,000-ounce inches.

Normally you would look in the kit's instructions for guidance on servo sizing, that was not the case with this airplane. We did get the designers suggestions, a recommendation from Dr. Gotz Vogelsang who is the distributor of the plane in the USA and we used the formula published by AMA.

That data is contained in the spreadsheet below along with the size of servo we selected. We selected MKS servos based upon a recommendation of James at Espirit in Florida. James has become a great source of information and assistance.

Torque (oz-in)						
	AMA	Vogelsang	Bradshaw	Mfg.	MKS	7.4 Volt
Engine		Moki 400	Moki 400	Moki 250		
Rudder	767	600	650-700	283	HBL388	833
Elevator	485	350		167	HBL3850	708
Aileron	251	250		99	HBL380	541

We have used LiFE batteries for the past few years and wanted to use them in this airplane. But we would have to go to three cell or 9.9-volt packs to achieve the necessary torque from the servos. Some method of voltage regulation was obviously required.

We have been using a Jetti transmitter for the last four years so our radio equipment will be Jetti. They have a Power Box with dual antennas and dual batteries with a built-in adjustable voltage regulator which seemed like a perfect solution.

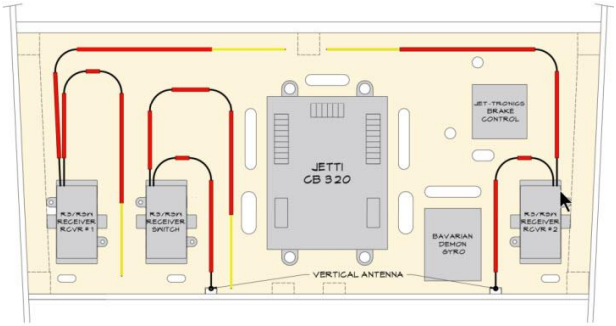
We are planning to put the receiver panel and related electronics under the pilot's seat. After laying out this arrangement we discovered the Power Box was a bit large. We then heard a rumor that Jetti was coming out with a smaller Power Box with similar capabilities as the larger one which fit our space much better. Plan to release this quarter per our discussions with the engineers at Jetti in Czechoslovakia.

We now have the basic plan in place. The balance of our selections are listed below.

- Powerbox Ignition Switch
- Bavarian Demon Gyro
- Jettronics Brake Controller
- Extreme Flight Fuel Tanks
- ASP Fuel & Smoke Pumps
- Jersey Modeler Fuel Fill & Vent
- MP Jet Servo Linkage
- NOBS LiFE 3 Cell Batteries

Our next step was the creation of a full-size plan for the main receiver panel and a control schematic using AutoCAD.

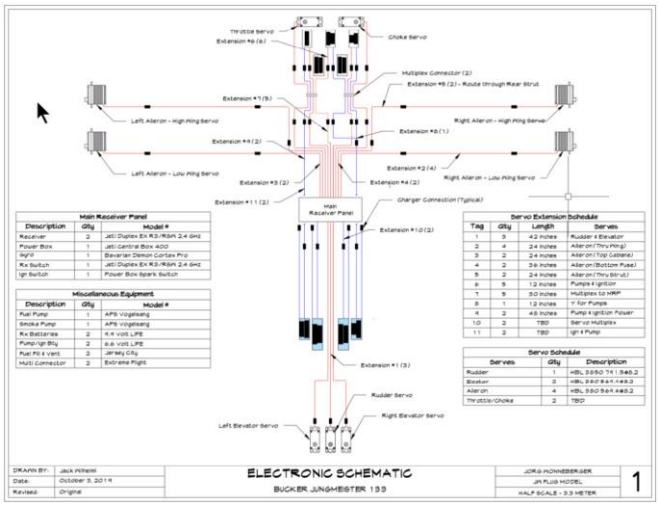
The receiver panel plan shown below accomplished three things: One; will it all fit, Two; enable us to CNC router cut the panel and locate all of the screw holes and wire penetrations, and Three; organize and record the plan for the future installation.



The control schematic which is drawn to an approximate scale allowed us to order servo extensions and special plugs and fittings. Again, created a record of our plan for installation and troubleshooting in the future.

Cont. page 9

Bucker 133 Cont.

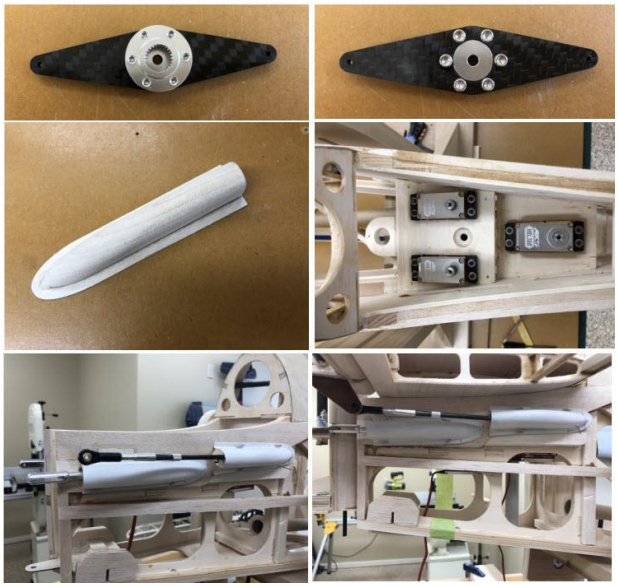


We originally considered an additional receiver and battery in the top wing for control of the two aileron servos. After further brainstorming we discovered that the rear cabane strut was constructed from three layers of plywood with the center layer having a number of oval lightening holes. We removed the wood between the lightening holes and created an almost hollow strut so the servo extension will be concealed within the strut.

The installation of the tail surface and aileron servos has been completely mocked up and throws cycled and measured. The photos below tell the story.

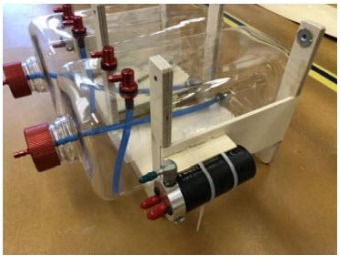
The hardware is all 4mm. The supplier of the hardware is another Czechoslovakia firm, MP Jet. You can find their website and catalog on the internet, very complete, excellent quality. They are represented in the USA by Espirit and Flight Comp, both available on the internet.

- First two photos are of the rudder servo horn, custom cut to size with CNC router.
- Middle left photo of mold used to form the control linkage cover. Vacuum forming by Dean Copeland.
- Middle right photo servos installed using #2-56 bolts and blind nuts.
- Last two photos of control linkage and covers.



The batteries will in all likelihood be installed in the fuselage behind the cockpit. We will wait to design and build the battery storage until the entire plane is built and a preliminary balance performed.

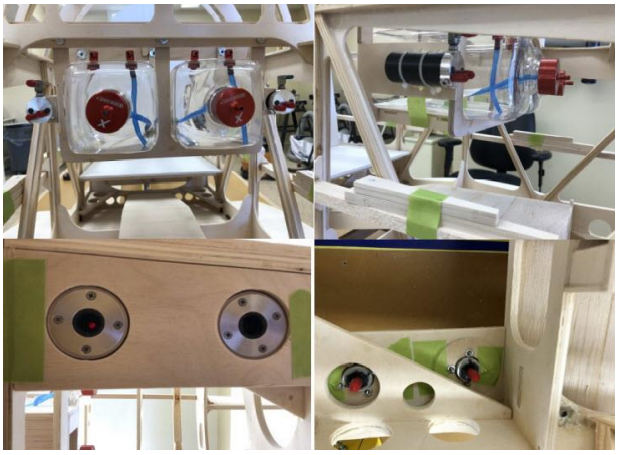
We wanted a fuel/smoke module that allowed as much assembly as possible outside of the airplane. The photos below show the results of that effort. All fuel and smoke lines will be run and connected to the pumps and tanks before installing in the fuselage. The only connections inside the airplane will be the fuel and smoke supply lines to the engine module. The fill and vent lines will be done outside of the fuselage utilizing the fill/vent panel.



-Top photo, Fuel module on bench.

-Middle photos, Fuel Module Installed.

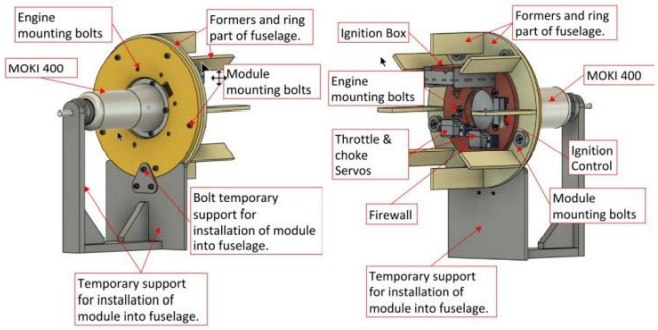
-Bottom photos, Fill/vent plate in bottom of fuselage.



Cont. page 10

Bucker 133 Cont.

The engine module which is shown below is going to be modified to allow for right and down thrust and rotated 8 degrees to maintain symmetry for the exhaust pipes. With cylinder #1 vertical the exhaust outlets are not symmetrical. We have been told that we can rotate the engine since we are using an electric fuel pump and not the air pump mounted on the engine.



As reporting has truly caught with progress it will be some months before we prepare another report. Plan to do one report with plane fully assembled ready to cover, a covering report and a final report ion paint, graphics and final assembly. Maiden this Fall we hope!

BABY SOCKS SIZE 2T – 5T

(Building Tip!)

By Nelson Carpenter

Don't laugh… Here on the other end of our hobby's wide technological spectrum, I have discovered a new source for sealing iron socks. Certainly someone has done this before, maybe not. I bought a packet of one dozen baby socks size 2T – 5T at *Walmart* for $4.47 plus tax. That compares to spending $8.95 for just one *Hangar 9* sock on *Prime*.

The material is 98% polyester, and 2% spandex. It stretches over the iron easily as seen in the photos. To secure the open end of the sock over the iron handle, I used a flat crimp-like metal strip recycled from a coffee grounds bag. The temperature dial is under the sock, but you can feel where it is pointing. That and use of an iron thermometer to control temp. I'm not yet sure how the spandex is going to hold up to the heat, but figure it is worth a try. CAUTION: be careful and pay attention so as to not overheat the sock and start a fire.

Western R/C Flyers 2021 Event Schedule*

*Posted on **Metro Area RC Flying** website calendar.
http://www.metrorcflying.com/metro_schedule.htm

Western R/C Flyers Inc.
Membership Renewal and Application 2021

Membership application subject to approval. Current AMA membership is required.

Name: _____

Street: _____

City: _____ **State:** _____ **Zip:** _____

Phone: _____**Email**: _____

AMA Number: _____

2021 Dues: $35.00 (*Renewals due by **April 1st***)

Sign Here: _____ Date_____

Checks Payable to: Western R/C Flyers

Complete this form (new applicants only); Current members send payment and include AMA number. Also, current postal and email address.

send to:

WRCF Treasurer Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118