



# The Tailspin Newsletter

November Issue / 2005

AMA 857

Pres.: Rick Miller 624-2530 • VP: Adam Worden 884-6591 • Treas.: Bob Zitzlsperger 493-1610 • Sec.: Rob Hool 592-1223  
 Editor: Rob Hool / tailspin\_newsletter@yahoo.com • Web Master: Joe Halamek / Doc@Weflyrc.com  
 Club Website: www.weflyrc.org • Club Flying Fields: Springfield, NE and Mead, NE

**NOVEMBER MEETING –  
 NRC, NATURAL RESOURCES CENTER, CHALCO  
 HILLS RECREATION AREA, 8901 S. 154<sup>th</sup> St.  
 TUESDAY, NOVEMBER 1st @ 7pm**

**\*\*\*WINTER MEETING NOTE:\*\*\***

During the winter season, if there is inclement weather on a meeting night, the meeting will be postponed until the following week at the NRC.

**IT'S NOMINATION TIME AGAIN:**

November is here, and once again it's time to nominate the club officers for next year. Come to the meeting and help select the candidates for the December election.

**2006 EVENT CALENDAR:**

The 2006 event calendar is being prepared. If anyone has an interest in putting on a fun fly, mall show, or any other type of event, please submit the dates of your event as early as possible to ensure they are listed when the calendar is printed.

**WORDS FROM THE PRESIDENT:**

This has been a great year. We have had successes at many events.

The Auction was a winner. We had a great time, and we made more money than last year. The IMAA event was another winner, we had more pilots show than in previous year, and we made money there as well. The Quickee 500 events even had increased participation.

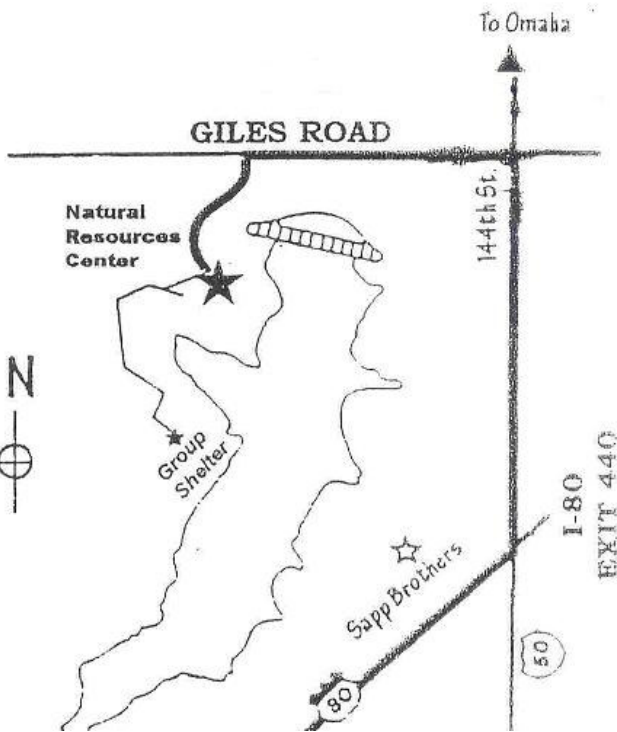
We have picnic tables at the fields and more flying stands too. All in all it was a fun filled year, with cool weather flying time still to go.

This months meeting will include nominations for club officers. Please make this meeting if your schedule will allow.

I wish to say "thank you" to all the personnel that have helped make this year a success for the club.

So let's get those plans out and start building for next year!!!!

Thank you  
 Rick Miller



**WESTERN FLYERS 2005 EVENT CALENDAR:**

<b>November</b>	<b>1st - Tuesday - Meeting - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.</b> Nominations taken for 2006 Officers
<b>December</b>	<b>6th - Tuesday - Meeting - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.</b> 2006 Officer elections



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## COMBAT EVENT FOR NOVEMBER:

Rick Miller has scheduled a combat flying event to take place on Saturday, November 12 at the Mead Flying Site.

It's a "Run Whatya' Brung" event, so if you have something that is able to fly, bring it and have a good time.

We'll see you there!!

## CLUB FINANCES:

**Bob Zitzlsperger**

September 2005:

Balance brought Forward:	\$3,143.06
Receipts:	\$0.00
Expenses:	\$363.45
Balance on Hand 9/30/05	\$2,779.61

## TIPS AND TRICKS:

### Converting Models to Electric

When you are looking around for something a bit smaller to build and fly in a gym or schoolyard, don't overlook converting a rubber-powered Free Flight model into electric-powered model.

Make a mount for the electric motor of your choice. Be sure the motor is set forward enough to allow the propeller to clear the nose of the model.

Since the model will be heavier with electric power, use a basic wire landing strut (not the all-balsa stick landing gear struts on many rubber-powered models). Use the stick-type struts as fairings for the wire landing gear.

You will also need to add provisions for the battery pack, arming switch and any radio gear—including the speed controller. Unfortunately many rubber-powered model kit plans never locate the center of gravity. To find it, start by balancing the model at 1/3 the wing chord back from the leading edge and adjust during your test flights to trim the model out.

You have the choice of buying a kit or building from plans. The model can be a scale model of some airplane you've always liked, or it can be simple rubber-powered contest model.

Remember, really does not matter what you use for power, as long as the model balances properly and wing loading doesn't get excessive. Rubber-powered models were usually designed to be lighter than their gas powered counterparts. Give it a try and have fun.

*from the Central New York Indoor Flying Society,  
Baldwinsville NY  
Hal Stewart, editor*

## ON THE LIGHTER SIDE:

