



OMAHA NEBRASKA  
AMA 857 - IMAA 284

## TAILSPIN NEWSLETTER

November 2007 Issue

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## A Word From The President:

Greetings everyone! I hope all of you have had a great summer flying this year, I know that I have.

How about you die-hard fly all year round types? Does anybody want to do a New Years Day Fly??? Contact me.

Has everyone started to get ready for the building season??

We need to consider what's new for next year. Such as how we are going to run our events and which ones are going to be scheduled for next year. So if you've got an interest in the club putting on an event, let's talk about it at the next meeting and get it on the schedule.

*Thanks*

*~ Rick Miller*

## Vice-President's Corner:

Hope you all enjoy this month's Tailspin. It should be better now that we've doubled the Tailspin staff. Dustin Anderson has been brought onboard, and he will be doing a monthly column starting with this issue. Dustin has an interesting article this month, and several ideas for the upcoming months. Regardless, he is looking for some of your ideas to pursue in future issues of Tailspin. So if you have any thoughts about what you'd like to see, get in touch with him. Welcome Dustin!

Our first seasonal Show 'N Tell at the October meeting was excellent. Several club members brought and presented their projects. See page 4 of this issue. Remember now that we are indoors with the monthly meetings, the Show 'N Tells will be a big feature. Bring your project to the next meeting.

Lastly, the November meeting will involve nominations for next year's club officers. If you would like to run for one of the club offices or would like to nominate someone, contact any club officer. All members are encouraged to consider running for office. Otherwise, come to the meeting and support our democratic process.

*Come out and fly!*

*~ Nelson Carpenter*

## Next Meeting:

**7:00pm Tuesday, Nov 6, 2007**

**Location: Papio-Missouri River NRD  
154<sup>th</sup> and Giles Road**



T-6A "Texan II"

## Treasurer's Report:

To be provided at the Nov. 6<sup>th</sup> meeting.

*Thank You!*

*~ Bob Zitzlspurger*

## August Meeting Notes:

- \* Bob Burt to gather information on the condition of the club's two lawn mowers.
  - \* Event activities will need to be more clearly defined for future events, as well as identifying volunteers.
  - \* Additional planning for next year's auction will be performed over the winter.
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~ BACK ISSUES OF TAILSPIN ~  
<http://metrorcflying.com/newsletters.htm>

## Sopwith Winter Project



Club member Dean Dingman has found a dealer in Texas who will sell us kits from BalsaUSA at very good prices. Dean is putting together a group order for the new 1/6-scale Sopwith Pup kit that was recently introduced by BalsaUSA. <https://www.balsastore.com/store/proddetail.php?prod=418>

This plane really wowed them at "Warbirds Over Delaware" this year, resulting in the entire first production run of 250 kits being sold out before the first one was even cut!

Wingspan is 53" and length is 38.5" The Pup is powered by a .30 to .40 2-stroke, or a .40 to .52 4-stroke.

Our price will be **\$115.00** total with shipping. The Pup retails for \$149.95 plus shipping. The kits will be shipped to Dean for distribution at the December WFers meeting. Orders to Dean must be by 15 Nov. Contact Dean at [TheDingmans@msn.com](mailto:TheDingmans@msn.com) or cell (402) 616-6819.



## Dustin's Tips and Tricks

By Dustin Anderson

I have often wondered how and what I should have in a build shop. I always look at the versatility of an item and how it can be used. Mainly space and how often will I use it. In this article I will discuss the most important tool in our hobby. THE BENCH.

Recently I was tasked by Mike Crosby to design and build some "build tables" for the new workshop that he is putting together inside his house. I strained with the design and cost aspect, but wanted something unique, versatile, and most importantly inexpensive. Finally after watching a video by Dave Platt, it came to me.



Dave Platt builds on glass due to the fact that glass is flat and never warps. Now ask yourself how much would a piece of glass thick enough cost. Well let me tell you it is not cheap. Nice, but expensive. Unless you plan on making money by building planes for others and charging them more than they can afford. I'm not going to talk about how to build the tables, but if you want the plans I could make some. Best tip at this point is when you figure out your



materials list, call the stores with your list to shop over the phone before wasting gas and time. A penny saved is a penny toward that new plane!

The most important thing to building a great airplane is working from a perfectly flat surface. We chose three surfaces to work within the same table as follows. Hollow core doors are flat especially closet slider doors. Thanks to Jim Drickey, we acquired those for free. They will be attached to our frame then shimmed to make a perfectly flat surface. Sheetrock is easy to pin to and provides a positive pin surface. It can be replaced when needed and will lay perfectly flat on the door. It will be cut and attached to the door with sheetrock screws. Glass is great too. Even better when it is free. Glass can be glued to, and will protect your plans. You can mark on it and even transfer plans to it. It will lay loosely on the sheetrock. Our glass came from a storm door a customer of mine gave me. Yep, free too.

The build surface only has to be flat, not level. But I wanted to be able to get both in the table. We installed a carriage bolt with a nut and a washer to each leg so we could adjust corner height. Especially on carpet because it will change whether or not the surface stays flat. The bigger the table, the more.....



*Continued on page 3*

## Dustin's Tips and Tricks Cont.....

.....the need for leveling capabilities due to the span and weight. It is easier to get flat if it is level.

Flattening the building surface you will need nine blocks of wood of the same thickness. Three pieces of thread to string from corner-to-corner of your table, and clamps to secure the pieces to the table. Don't forget shims in case you need them. Another set of hands is a bonus as well but not necessary.

First attach your base to the frame securely. Now go to one corner of the table, put down one block then one end of the thread then the other block. Clamp this assembly to the corner of the table with the thread pointing to the opposite corner. Repeat this on the opposite corner stringing the thread across the table to be sandwiched between the blocks. Make sure the string is tight. Now we are going to do this same thing on the other corners, but we will use two pieces of string now. One will be strung on top of the first string and the other will be on the bottom. Make sure your strings are not twisted.



You should be left with one piece of block. This is your measuring tool. Slide it under the string. The string should not move. If it does, shim the top accordingly and fasten securely before checking again. Note:

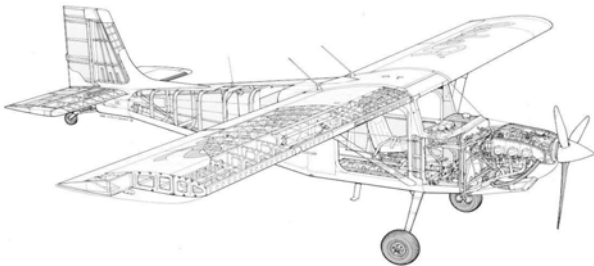
If the top is high in the center flip the top over so that the bow is down and will be flattened out with attachment to the frame.

Once you are done you will have a perfectly "Platt" surface to lay your sheetrock and glass and start your build. You will have the same great quality of glass without the cost.

We used a miter saw to work with 90 and 45 degree cuts. When we were done both tables were identical and within 1/16" of being perfectly square.

Why two tables? So that the wing and the fuse can be built at the same time while glue dries.

*Note to self: Perfect planes come from perfect tools*



**WANTED!** New/Good Used Zenoah G-23 or G-26  
Magneto or Electronic okay - Contact:  
Joe Halamek [docsiggs@aol.com](mailto:docsiggs@aol.com) (402)592-7876

## Featured Western Flyer

Submitted by Bob Boumstein

Many years ago I met **Marvin Goldberg** at a motorcycle show



in Cincinnati Ohio. He was a fireball of a fellow and full of good humor, I liked him at once. A year or so later I found myself moving to Omaha for my job, I always say I took the move because of Marvin, figuring if a New York boy could live in

Omaha and like it so could I.

I wanted to fly RC planes and Marvin was into it. He belonged to the Omahawks but had friends at the Western Flyers Club as I recall him auctioneering at a club meeting. Marvin had the reputation for having some unusual planes. A bit of this and that could an airplane make, he proved it! He is a very giving and caring individual and a good friend to all those who know him.

Marvin decided in the last couple of years to return to the hobby after a long absence. He is doing well at relearning how to fly and has told me he enjoys the camaraderie of the Western Flyers. I know he is enjoying the Tuesday Night Training and bar-B-Q and I am sure he will master flying once again. Marvin is a sport flyer and though his business Nebraska Motorcycle Parts keeps him busy he wants to take time to enjoy our hobby again.

## Tips and Tricks Solicitation



With the wonderful Nebraska wind and cold season looming in the near future, we are forced to find another fix for our disease called "RC Flying". Many of us switch to indoor electrics. Maybe some of us will finally start building that dusty kit from the top shelf. Or we could finally get those planes back in shape to

like new condition. I decided to start another column for our newsletter. This column will focus on building, but will also include *tips and tricks* that apply to all forms of our hobby.

Now I know what you are saying, "*How can someone who has never built from a kit, write about building airplanes?*" Well this is how, by doing this column.

A great friend of mine recently bought me a Top Flite Stinson Reliant with all the fiberglass accessories. (Thanks Mike Crosby) I plan to build it this winter, and want to have the first flight at our first outdoor meeting at Springfield next year.

Many of us will be building airplanes this winter. I ask that any of you that have tips, tricks, or specialized tools used in your shop, to please let me know and I will do an article on it. So on that note I have to get on with the first article in building, "*The Bench.*"

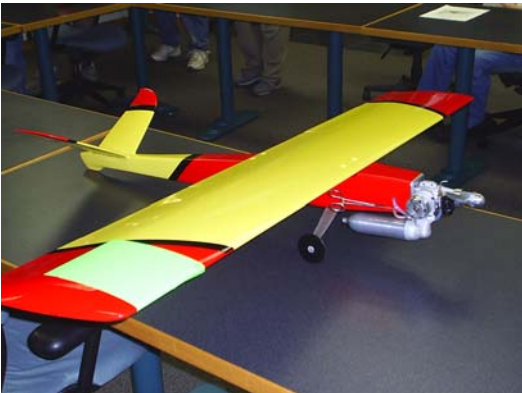
*Thanks, Dustin*

# OCTOBER MEETING SHOW 'N TELL

Reported by Dustin Anderson



Mr. "Burn Holes-in-the-Sky" **Gale Sherman** presented his Top Flite Giant Scale P-51 Mustang. Wingspan is 84.5" with fuselage length of 73.5" and flying weight of 17.5 to 19 lbs. It is powered by a Fuji 64 gas engine. The "Flying Dutchman" carries several interesting features such as Robart retracts, sliding canopy, and is actually covered in aluminum tape. The covering is what makes this plane "pop" with realistic detail. E-mail Gale at [galesherman@yahoo.com](mailto:galesherman@yahoo.com) for more information.



Speedster **Rick Miller** displayed his Bird of Prey from California Speed Pros. It is a Quickee 500 pylon racer with a wingspan of 52" and weighs 3.5 to 4.0 lbs. The plane is an all composite layered balsa skins on the wing and V-tail. It has a fiber fuse. The finish is in PPG auto paint. Engine is a Nelson Q500 Pylon 40 turning an 8.75 x 8.75 prop this plane screams. Expected speeds are 150-180 mph. The Bird of Prey is guided by a Hitec 555 72 MHz receiver with Hitec HS 5475 standard size digital servos. Rick can be reached at [rick.miller@kellogg.com](mailto:rick.miller@kellogg.com) if you wish to contact him about this fine airplane.



Dawn Patrol buff **Dean Dingman** brought an excellent deal and opportunity to the Oct meeting. It was a Balsa USA 1/4 scale S.E.5 kit NIB which retails for \$313.95. Wingspan is 80" and takes a 25-35cc engine, or 1.20 four-stroke. Weight 18 to 20 lbs. The Cobra RC club is raffling this NIB plane at \$5 per ticket. There are only 100 tickets being sold and as of meeting time they had already sold over 50% of them. Money raised will help fund the 2008 Dawn Patrol event. Buy your tickets from Dean Dingman or Larry Puls. The winner will be drawn at the Cobra RC Meeting after all tickets are sold. Phone Dean at 402-451-7883 or Larry 712-328-3511. Dean's e-mail address is [thedingmans@msn.com](mailto:thedingmans@msn.com)



Master Builder **Jim Drickey** brought his Easy Built Model 1/12 scale Westland Lysander. This two-seat high-winged monoplane was famous for its nocturnal flights into occupied Europe, dropping supplies and agents behind enemy lines. Wingspan is 36 inches. It is an electric powered indoor flyer with GWS gear and a 4:1 brushed setup carrying an 800 mah lipo battery. This is an excellent example of Jim's building excellence. Phone [402-332-5955](tel:402-332-5955) to reach Jim.

# WESTERN RC FLYERS ACTIVITIES SUMMER 2007



## Wisconsin Pylon Racing – Quarter 40 Race

By Rick Miller

Final installment of Rick and Austin Miller's September road trip to compete in the North Central Pylon League, NCPL, Quickie 500 and Quarter 40 racing event, in Amery Wisconsin.

During lunch break on Saturday the Q500 race day, I inquired as to the availability of a "pre-owned" Quarter 40 plane that could be entered in the next day's race. It needed to be setup already flown, balanced and ready for racing. I found one that was a used Matney Napier. Only problem was it needed the engine replaced.

As others relaxed after a day's excitement of Q500 racing, Austin and I worked on the purchased Q40 plane. We were short a front bearing for the crankshaft. However we found one and then took the crankshaft and piston and cylinder liner, venturi and glow plug out of a bad case and put the parts in a different engine case. Then we set the Deck Height to 195 and Head to 15, your standard type setup. This should run good; it won't be a record setter by any means. The plane apparently had been owned and or flown by a number of the folks at the race and it showed some wear and tear but still was in sound shape, and was almost ready to race.

It was a fantastic day, great fun, great people and excellent racing. Now we were off to the party at Lee the host's place. Awesome is all I can say. Monster sized beef steaks, wonderful dishes of food and a bonfire with refreshments. These folks know how to do things right.

After a while around the bonfire, someone asked if I was going to be able to enter the Q40 event, I told him that the only thing left was a landing gear issue. That's when Lee told me to grab my plane and let's head to the shop, in 10 minutes the plane was all set. It was looking good that I might get to pilot a Quarter 40 race plane finally.

Well Austin and I only had 3 hours of sleep the proceeding day and we couldn't hang with the party. We needed to get some sleep and get to the field early to set the trims for my preferences and that would take a few trim flights to get it where I like it.

I really wanted to race the Q40's. Now you know when you start racing, a lot of things happen in the beginning like..... crashes. All those who helped with the setup come to mind.

The trim flights were completed, and the plane flew as I was told it would straight and true. The engine was not a record setter but for the first race it didn't need to be. Well its time for our race:

- \* We put our plane on the line, #1 starting position no time to waste!
- \* Prime the engine with fuel, not too much.
- \* Hook up that new glow starter, check the plug. Its okay, now switch off the glow starter till start time
- \* Turn on the radio.
- \* Turn on the plane, and check the control surfaces. Call out our channel and checkout while shouting "wiggling 23"
- \* We wait and then comes the announcement "*60 seconds your on the clock*" Come on baby start!!!!
- \* Click the glow starter switch to on (4 LEDs lite, OK)
- \* Pull off the fuel line shut off pinchers (hurry up, hurry up)
- \* Crank the engine over with the electric starter using 14.4volts of NIMH battery juice. She's screaming now!
- \* Pinch the fuel line; she really **jumps** up on RPM 21,000+ Lean her out a little more---perrrrfect!
- \* Put the starter stuff back in the race field box, and set it off to the side of the runway.
- \* Step back and one last check to see if the aileron and elevator move. They do and I am ready!
- \* The starter guy looks my way and I nod that I am ready. But I am just staring at the plane as the engine is screaming....
- \* And it seem like an eternity until, until, until --- Austin sends her off!!
- \* Off she goes! Are we all the way to the pylon???? Bank and yank..
- \* Around pylon 2 and 3, and one lap in and we're on the way. Wow these Q40s really are faster that the Q500s.
- \* I hear Austin calling for me, 4 2 3 ready turn, 5 2 3 ready turn.....
- \* Make that 11th lap in case I cut a pylon. You get docked a lap for cutting a pylon and zero points for cutting more than 1 pylon during a heat.
- \* Close the fuel supply off. Q40's have a venturi and a fuel pinch off arrangement.
- \* Bring her in for a landing keep the speed up and she lands just fine.
- \* Austin turns the switch off and signals to me and I turn off the radio. Thanks Austin! Now let's check the score....



With no cut outs or zeros in the Q40 heats, I ended up in a 3-way tie for 2nd place! One says that his fuel tank is bad, and the other and I toss a coin. And that's how I finished 2nd in my first Q40 event that I competed in. I really finished 4th though, everybody's plane was faster than mine.

With a goodbye, and having returned the borrowed parts we head out towards Omaha about 2:00 PM.

On the way home I find out that the funny red lights that my *red eyes* had seen in northern Iowa on the trip up, were from wind generator farms. Hundreds of giant windmills. Austin is still going strong, but now that we're on the way home, poor kid has to do his homework for school. We're home now, and I wake Austin up. It's time to unpack the car.

You know with folks like those in Wisconsin to spend a day or two with while racing planes, I really didn't care about the score. We all won with this group! It was so much fun that I will be going back. We are planning on it! Great memories!

**Rick Miller** -- President Western RC Flyers ( and now an experienced Q40 Pilot )

**Austin Miller** -- ( Caller / Helper / Team Member Extraordinaire and Movie Cameraman )

# ~ 2007 Western R/C Flyers Event Schedule ~

2007 Tuesday Night Fun-Flys, Springfield, Every Tuesday night May 1<sup>st</sup> through September 4th! 2007  
(Weather Permitting)

**Food – Fun – Flying – Friends!**

**January  
2007**

Tuesday, Jan 2nd - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Board Room, just inside right of main entrance)

**February  
2007**

Tuesday, Feb 6th - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Board Room, just inside right of main entrance)

**March  
2007**

Tuesday, Mar 6th - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Board Room, just inside right of main entrance)

**April  
2007**

Tuesday, Apr 3rd - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Board Room, just inside right of main entrance)  
Friday, April 20<sup>th</sup> - WRCF Auction Set-Up  
- 7pm, BJSJ Building - Bellevue  
Saturday, April 21st - Annual R/C Auction  
- BJSJ Building - Bellevue - Sign in at 8am  
Auction Starts at 10am (Members should be there no later than 7:45am Auction day)

**May  
2007**

Tuesday, May 1st - Meeting  
- 7pm, Springfield Flying Site, bring a plane, open flying & food  
Saturday, May 12th - Old-timers Fun Fly  
Spring Round-up  
- Mead Field 9am  
Saturday, May 19th - Spring Fun Fly  
Registration 9:00am Events start at 10:00am - Mead field. 3 Events - Awards! Members free, non members \$5, Open flying between events  
Sunday, May 20th - Quickee Racing  
- Mead Field - Check in @ 9:30am, Racing starts @ 10am

**June  
2007**

Saturday, Jun 2nd - Spring IMAA Fun Fly  
- 10am Mead Field (Limited to Giant scale IMAA aircraft, \$5.00 landing fee, Open Flying)  
Tuesday, Jun 5th - Meeting  
- 7pm, Springfield Flying Site, bring a plane, open flying & food  
Saturday, June 9th - Old-timers Fun Fly  
- 9am, Mead field  
Sunday June, 10th - Quickee Racing  
- Mead Field - Check in @ 9:30am, Racing starts @ 10am

**July  
2007**

Tuesday, Jul 3rd - Meeting  
- 7pm, Springfield Flying Site bring a plane, open flying & Food  
Saturday, July 14th - Old-timers Fun Fly - 9am, Mead field  
Sunday, July 22nd - Quickee Racing  
- Mead Flying Site - Check in @ 9:30am, Racing starts @ 10am

**August  
2007**

Tuesday, Aug 7th - Meeting  
- 7pm, Springfield Flying Site - bring a plane, open flying & food  
Saturday, August 11th - Old-timers Fun Fly  
- 9am, Mead Field  
Saturday & Sunday, August 18th & 19th - 18<sup>th</sup> Annual Bud Hall Memorial IMAA Fun Fly  
- Mead Field -9am both days, aircraft limited to IMAA members, large scale aircraft all AMA - IMAA rules apply. May join IMAA at the field. (80inch & up monoplanes, 60 inch up biplanes)  
Sunday, Aug 26 - Quickee Racing  
- Mead Field - Check in @ 9:30am, Racing starts @ 10am

**September  
2007**

Tuesday, Sep 4th - Meeting  
- 7pm, Springfield Flying Site - bring a plane, open flying & Food (Last Tuesday food will be served)  
Saturday, September 8th - Old-timers Fun Fly  
- 9am, Mead Field  
Saturday, September 15th - Open Fun Fly and Outdoor Swap meet  
- Mead Field - Swap Meet set-up after 9:00am, Open Flying @ 10am - 3pm  
Sunday, Sep 16th - Quickee Racing  
- Mead Field - Check in @ 9:30am, Racing @ 10am

**October  
2007**

Tuesday, Oct 2nd - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Board Room, just inside right of main entrance)  
Saturday, October 13th - Old-timers Fun Fly - 9am, Mead Field

**November  
2007**

Tuesday, Nov 6th - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(CAP meeting room, basement, far left of entrance)  
- Nominations taken for 2008 Officers

**December  
2007**

Tuesday, Dec 4th - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Board Room, just inside right of main entrance)  
- 2008 Officer elections

**Want to Schedule a 2008 event? Contact any club officer or attend the meetings & let us know!**

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**Tailspin Newsletter**  
Western RC Flyers  
Omaha, Nebraska

**TO:**

**Western R/C Flyers Inc. 2008 Membership Application**

**Please print clearly!**

Name: \_\_\_\_\_

Address: \_\_\_\_\_ Zip Code: \_\_\_\_\_

Evening Phone: \_\_\_\_\_ Day Phone: \_\_\_\_\_

Email: \_\_\_\_\_

AMA Number: \_\_\_\_\_ IMAA Number: \_\_\_\_\_

Dues Paid: \$ \_\_\_\_\_

**2007 Dues: \$35** (2008 Renewals must be paid by February 1) New/Renewal: \_\_\_ New \_\_\_ Renewal \_\_\_ (Check One)

Sign Here: \_\_\_\_\_ Date \_\_\_\_\_

**AMA membership is required**  
**Make Checks Payable to: Western R/C Flyers**

**Print this form and send check to WR/CF Treasurer:**  
**Bob Zitzlperger 12568 Brownley Circle Omaha, Nebraska 68164**