



OMAHA NEBRASKA  
AMA 857 - IMAA 284

## TAILSPIN NEWSLETTER

October 2014 Issue

**President: Jim Henley**

Phone: 402-445-0948 email: [jhandmehenley@g.com](mailto:jhandmehenley@g.com)

**Vice President: Rick Miller**

Phone: 402-624-2530 email: [rick.miller@kellogg.com](mailto:rick.miller@kellogg.com)

**Website Director: Joe Halamek**

Phone: 402-592-7876 email: [Weflyrc10@yahoo.com](mailto:Weflyrc10@yahoo.com)

**Treasurer: Dean Copeland** email: [dcopeland937@centurylink.net](mailto:dcopeland937@centurylink.net)  
Address: 15668 Fountain Drive, Omaha 68118 Phone: 402-334-2787

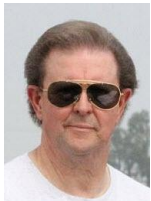
**Secretary: Tim Peters**

Phone: 402-758-8936 email: [tpeters@cox.net](mailto:tpeters@cox.net)

**Tailspin Editor: Nelson Carpenter**

Phone: 402-709-3651 email: [nelsonsc3@cox.net](mailto:nelsonsc3@cox.net)

### A Word from the President



September 2<sup>nd</sup> was the last meeting at Mead field for the year 2014; we had eight members present, with some serious flying being done before and after the meeting. Next month we will meet back at the Chalco Hills location, come out and support the club, it is after all **your** club why not lend your support.

While there are some days left of good weather, most of the season is behind us. We had good luck with the field, a combination of seed, fertilizer, rain, and not too much hot dry weather, left the field in very good shape. We still hope to get more fill in the large dip at the south end.

AMA has filed a challenge in the *U.S. Court of Appeals* to the FAA's interpretation of the "Special rule for model aircraft" *Public Law 112-95* signed in 2012. We are all aware of the impact the FAA's ruling could have on the hobby. This is not the time to debate FPV, quad copters, or any other aspect of the hobby internally. The manufacturers have risen to the challenge and requests of the modeling community with products that they want, regardless of what we may personally feel about a particular facet of the hobby. What we need to do is read the information AMA sends to every one of us and do what AMA requests or recommends us to do to protect our hobby.

**Until Next Month!**

**~ Jim Henley**

### Next Meeting:

**7:00PM Tuesday October 7, 2014**

**Natural Resources Center, Chalco Hills  
Recreation Area**



### Vice-President's Corner



Another month whizzed right by, and we are running out of good days for flying. So take advantage of those days when you can. Come on out and join us!

Those of you who have been supporting our club through continued membership, though you may not be active, are owed a big thanks. Our club is strong because of you, and we will be able to continue on many more years. Further, we always look forward to seeing you at club events as well. See you Tuesday evening at the meeting! Best regards.

**Thanks!**

**~ Rick Miller**

## September Treasurer's Notes



The R/C community has lost an organization that for the most part was responsible for the development of standards and safety requirements of large / giant scale model aircraft. The IMAA is no more as of the last few months due to a decline of 40 to 50% of its membership in the last year. The final issue of *High Flight* will be out in a few weeks or so. Most of us have been members and have enjoyed one of the finest magazines ever published.

My point in bringing this up in the treasures report is the fact that our club meetings at the field or inside rarely have more than a half a dozen members including officers show up. That is barley more than 10% of our membership. We no longer have very many members coming out to fly on Tuesdays, even when the meeting is at the field. So if you wish to have a voice in the way your club is run, I suggest that you become an active member. Maybe we should adopt the system used by the *Twin City Eagles* in *CB*. They have one meeting a year in which all decisions are made for the year including election of officers. The turnout is better than 3/4 of their membership. They have one of the finest flying fields in the *Midwest* and also maintain a high membership even with a rather high annual dues. The treasures report will be read at the October meeting.

Your Treasurer

~ Dean Copeland



## September Meeting Notes



*Western RC Flyers* meeting minutes, September 2, 2014 at 7 PM. (Mead Field)

(8) Members present.

Called to order by WRCF President Jim Henley 7:00 PM.

It was moved/seconded/approved to accept the minutes for August meeting as published in *Tailspin Newsletter*.

Treasurer's report was presented by Dean Copeland. Dean reported on income and expenses over the last month. He focused on income and expenses for both the Don Neill scale event and the Bud Hall Large Airplane fly-in. Dean also provided an estimated 'balance-to-date' for the club. Jim Henley and Rick Miller indicated that they have pending expenses and will present them at the October meeting. [Note: The October meeting will be held at the Chalco location in Omaha.] Jim also said that he has sent paperwork to AMA so that WRCF can be reimbursed for a portion of the expenses incurred during the recent AMA District IX meet. Jim and Dean answered some questions about the funding for the Don Neill event. It was moved/seconded/approved to accept the treasurer's report.

### Old Business:

None

### New Business:

**WRCF Swap Meet and Fun Fly:** Jim Henley mentioned that there is some water and soda pop that will be made available for participants. There was talk about how to improve attendance at the swap meet. Jim has discussed the need for better event scheduling coordination with AMA District IX VP Ed Paasch; there is a need for improved management among the local clubs so that all events can enjoy better participation. It was mentioned that the WRCF swap meet might benefit by being held earlier in the year.

At 7:20 PM it was moved/seconded/approved to adjourn.

### Show-and-Tell:

Those present at the September meeting took advantage of some terrific flying weather! Rick Haneline equipped his quad copter with a GoPro camera and proceeded to take airborne video of the goings-on. He also did some initial flights with a 'Giant Stick' using a Fuji 43 gas motor. Jere Ferrazzo flew his OS .46 powered Avistar Elite. Dean Copeland brought his AT-6. Jim Henley did some good flying with his CRRC Pro 26 (gas-powered) Rearwin Speedster. George Johnson had a Hobbico....

Cont Page 3....

## August 2014 Meeting Notes Cont...

....Avistar powered with an OS 40 motor. Rick Miller enjoyed flying his Hanger-9 CAP 232 equipped with a DLE 55 gas engine. Tim Peters had a flap-equipped electric Bixler plane along with his ever-present electric 'Bird-of-Tim'. The BOT is using Futaba FASSTest transmitter/receiver technology, providing on-screen display of aircraft altitude, variometer (rate of climb/sink) and battery voltage. It provides audio output to an earphone as well.

**That's it!**

~ Tim Peters



# GETTING HIGH IN THE SKY

by Tim Peters



altitudes.

I'll admit it....I've been getting high a lot this summer. And I've found a way to get higher! (No, no, no....it's not what you think! Get your mind out of the gutter.) I'm talking about my 'Bird-of-Tim' glider getting high, and something new that I'm using to help it explore new

First, a little background. I have a Great Planes/Dynaflite "Bird-of-Time" sailplane. It's a really good glider. And as is my custom, I found yet another way to put my autograph on it. Just take the 'E' from 'Bird-of-Time' and now you know where the name came from. My good friend, local flier and professional magician Joe Cole helped me convert the BOT to electric power. The nose and associated weight was removed and replaced with an outrigger motor, propeller and speed controller. The result is a sailplane that is easy to prep for flight without the need for a winch or hi-start. I've enjoyed it in this configuration for nearly three years.



The BOT is really good at hunting for thermal updrafts.



I've had a lot of fun fumbling my way around into the invisible updrafts. Most of the time rising air is found by watching for a 'bump' in the aircraft flight.

Maybe one wing will flex upward, indicating rising air pushing the wing. Through trial-and-error you steer the plane into the updraft and hopefully ride the 'elevator'. I am not an expert at this process. I have been told that thermals are 'cone-shaped', narrow at low altitudes growing wider as they get taller. They also drift with the breeze, so the base of the cone follows the wind, sort of dragging the upper part of the cone along with it. The cone stretches with the breeze so that the bottom isn't always in line with the top. What does this mean to the 'glider guys'? If we locate a thermal, we may have found the narrowest portion (near to the ground) and will need to be careful to get the sailplane centered in the updraft. There may also be downdrafts nearby, obviously we want to avoid those and remain in the rising air.



Cont Page 3....



## High in the Sky Cont.

When I find a thermal with the *BOT*, it usually is because I've stumbled on a really good updraft by accident. I've been in some real 'hat sucker' thermals where you have to work hard to get out of it, just to avoid having the aircraft climb out-of-sight. I really wanted to learn more about how to find the subtle thermals and take advantage of them.

Full-size sailplanes have instruments to assist in finding thermal activity. The altimeter (*altitude meter*) can obviously help; all one has to do is watch it to see



whether the glider is going up or down. Another instrument is the variometer. Instead of showing the altitude, variometers sense the rate at which an aircraft is climbing or falling. Some variometers are

equipped with audio alerts—a high-pitch tone indicates rising air, low-pitch is descending, and a steady tone indicates neither rising nor falling. All the pilot needs to do is listen to variometer to tell what kind of air the sailplane is in. Wouldn't it be cool if we had variometers for R/C gliders?

One of the recent advances in radio control technology is the availability of telemetry. Manufacturers are now creating transmitter/receiver combos that can send information from the aircraft to be displayed on the transmitter. My *BOT* is using *Futaba's* FASSTest protocol; it allows telemetry from several airborne sensors. I'm using *Futaba's* altimeter/variometer sensor in the *BOT*. It transmits information on both the aircraft altitude and



rate of climb. The transmitter display can be switched to show information from four different sensors. Mine shows altitude, rate-of-climb, and the receiver battery voltage. I typically monitor the receiver battery

voltage (*provided from the lipo battery in the glider*) from the display. I just glance at it periodically to make sure the battery stays above 5.0 volts as measured from the receiver. (*Each time the electric motor runs it reduces the battery capacity. In the past I have let the battery go TOO LOW and the receiver stopped responding. Then you find out who your real flying buddies are--when you lose your BOT and it's found in a tree and someone climbs the tree to retrieve it. - Thanks, Tom Wild!*) The variometer is a different story. The variometer information changes too rapidly to monitor from the display. *Futaba* has found a solution for that. They have incorporated audio into the telemetry monitoring! Some of you have been kidding me recently



about 'listening to my tunes' while flying the *BOT*. In reality I'm listening to the telemetry from the sailplane! I have it set to give notices periodically (*every few seconds*) on the rate of climb/dive. You'll hear "Warning-VARIO: minus 2 meters per second" (falling) or "Warning-VARIO: 2 meters per second" (climbing). As you might

expect, most of the alerts indicate that the glider is descending. But I get surprised occasionally when I get a "climbing" alert yet there's no obvious sign that the glider is in a thermal. If there are several "climb" alerts in succession I'll try to circle in the vicinity to see if I can get the 'climb' to continue. It's become a new kind of challenge. I'm learning that when the *BOT* is in a thermal I need to circle tightly to remain in it, and also let the glider drift with the wind in order to stay in the updraft.

Hopefully the photos will provide some information. One shows the *Futaba* sensor in the *BOT*. It connects to a *S-Bus2* input on the *R7008* receiver. The receiver functions normally to obtain control signals from the *Futaba 14SG* transmitter, but it also collects the telemetry data and transmits that back to the 14SG for display. The other photo shows the display indicating altitude, variometer, and battery data. For more information on *Futaba's* telemetry, check their web site: <http://www.futaba-rc.com/accessories/futm0850.html> You'll find they have sensors for RPM, temperature, and GPS. Other R/C gear makers are providing similar products. I look forward to the day when the transmitter will show you where the plane is... I've been guilty of looking at the display and momentarily losing the *BOT* location in the sky! ☺

If you have questions or comments about the *BOT* and/or telemetry, feel free to email me: [tpeters99@cox.net](mailto:tpeters99@cox.net)



After Some Tail at Mead Field

# LAS VEGAS RC NEWS



Recently I have had several people contact me about selling their glow engines as they, like many are going to electric. Based on this I thought I might discuss this subject with you guys. The model airplane engine market is changing. You may notice that OS and others are charging more for the engines they are selling, not only because they are selling less but also rising costs and changing dollar values have set in. The truth is that until miniature gasoline motors are readily available, at a reasonable price, glow is on the way out. Fuel here can be \$30 per gallon (\$25 shipping costs on 4 gallons). Glows plugs from Tower are \$5.39 (OS is much higher). However, as people enjoy the ease of electric (*other than Lipo issues*), no mess, a lot more quiet, gasoline and returning to glow becomes an option further from reality.

Look around, please, if you have some glow engines you no longer need or want, consider sending them to me, which I then can buy or consign. I buy to re-sell therefore you get a percent of the resale value based on what it is or how I perceive it will re-sell. Fox and KB engines are dogs on the market place, as is Enya, all Chinese engines including Super Tigre made in China. Yes the remaining buyers are a picky group. Good news is if you have any Cox motors (*new in box*) these I can sell and will give you a higher percent.

You always can eBay these items yourself and if you do I suggest you start at \$9.99 and let the engine seek its own level. On expensive engine say an OS 1.60 4 cycle (*which by the way at \$900 retail from Tower- OS is not selling many*) the actual value is about \$450 retail. I would start at \$250.00 on eBay. You see modelers know what the market is as they create it, meaning the value is what they are willing to pay. You can buy a DLE 1.20 (20cc) for \$240 or so why would you pay \$450 for an OS 1.20 4 cycle? Yes, that reflects on the resale of used 1.20 4 cycles overall. I hope you can see the correlation in this matter.

Lastly, sorry to say this is and will be a poor market for used glow engines into the foreseeable future. If you want to unload your stuff let me know. ([bbhwc@cox.net](mailto:bbhwc@cox.net))

Happy Flying to All, - Bob Boumstein

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



## 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.



# Annual Swap Meet and Fun Fly 2014



Report by Jim Henley  
Photos by Nelson Carpenter



The Western FT The Western Flyers Fall Swap Meet and Fun Fly was held Sunday September 7th. We had a good turn out by the club membership as well as a visitor from Pawnee City, Nebraska who drove almost a hundred miles to fly with us. We enjoyed Mark coming out to participate and he seemed to really enjoy the day.

After all, he was served up a heaping spoon full of WESTERN FLYERS hospitality!

On the swap meet side of things, it appeared to me that there was not much stuff bought or sold, but we definitely had some great flying weather. There were times the sky had four to five aircraft flying at once, and all of us were able to get plenty of stick time. With all that traffic there were no crashes. However, Dean Copeland's *Monocoupe* caught a rogue gust of wind which threatened to put the "coupe" into the safety fence. Dean, with reactions and stick work not to be believed, flew the aircraft away from the fence and out of a cartwheel to the left. The *Monocoupe* was so close to the ground that the left wing tip was literally dragging through the grass, after all that Dean leveled the wings out, then calmly flew away.



Cont Page 7....



# Swap Meet and Fun Fly Cont.



Cont Page 8...



# Swap Meet and Fun Fly Cont.



Cont Page 9...



# Swap Meet and Fun Fly Cont.



Cont Page 10....



# Swap Meet and Fun Fly Cont.



Cont Page 10....



# Swap Meet and Fun Fly Cont.





# Flying Up-North Country

Report and Photos by Jim Drickey



Latest project is a Guillow's Bellanca Cruisemaster. It's a 50's thru 60's sport general aviation airplane I'm building for a guy who owned one back in the day. He wants it for nostalgia. He even wanted the cockpit put in, and finished in colors on his original plane. This is an old discontinued kit by Guillow. I didn't know they ever made this kit. But it was designed for a 3 channel R/C and an .049 motor. I will cover it with Solartex for a silk cover retro look.

Flew my Nieuport 17 for first time few weeks ago, but the results were not good for its maiden flight. The CG was not right, resulting in extreme flight problems. I did not make it back to field to land, and the Nieuport crashed landed a ways from the runway. Lucky for me to only have slight gear damage.

Since the off-field landing, I put more weight under the cowl and increased the down thrust on the engine. Will try again soon.

Bought an engine from **Bob Boumstein (Trader Bob)** in Vegas. I talked on the phone with Bob. He's good to have as a contact being so knowledgeable in model engine world, Bob's my go to guy for info. Otherwise I've been fishing lately. The season is closing fast up here and fall is in full swing.





# REJUVINATED KORMORAN

Report and Photos by Nelson Carpenter



Several weeks ago I received a powered canard wing from Fred Becker. It is a vintage *Robbe Kormoran* that has to be 30-years old, but still in great condition. This glider was ready to fly sans battery and receiver.

Loren Blinde got wind of it, and so I brought it to the field. Loren remembered the original owner of this glider and that he had done the maiden flight. Right then-and-there I put the *Kormoran* in Loren's hands. He was challenged to get it flying again. Tom Wild was able to come up with an old *Futaba Attack AM* radio that was a perfect match for the existing speed control. Two weeks later Loren had the glider with a 68" wingspan ready for flight.

AT the field, the *Kormoran* was fitted with a 2,000mah lipo battery and trimmed for flight. The three flights went flawlessly with no bad habits and proved to be fully aerobatic.



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# REJUVINATED KORMORAN *Cont.*





# Top Flite Stinson Reliant

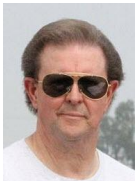
## Part IX

By Jim Henley



### Specifications:

Wingspan: 100.5 inches  
Wing area: 1487 Sq. Inches  
Weight : 16 - 25 Lbs.  
Wing Loading: 24.8 - 38.7 Oz/Sq.ft  
Length: 67.8 Inches  
Engine: VVRC 40cc Twin



The *Stinson* has been covered with *Solartex* and the faux rib stitching has been applied to the wings and tail feathers. Pinked rib tape has been applied to all areas with rib stitching. Parameter tape still needs to be applied to leading and trailing edges of the flight surfaces, as does

the pinked tape to the fuselage stringers.

The prototype has the front of the fuselage covered with aluminum, I used *Eze-Kote* (available from *Horizon Hobbies*) to fill the weave of the *Solartex* then sanded and finished with high fill primer to simulate the flat surface of the aluminum skin.

The wind screen and side windows have been added and masked off ready for rivet detail. Once the rivet detail and remaining tape have been applied, we should be ready to paint. Hopefully the weather will remain good until we get the paint applied. Any remaining detail work can be completed indoors.

That's all for now!



Covering vertical Stab



Vertical Stab



Horizontal Stab



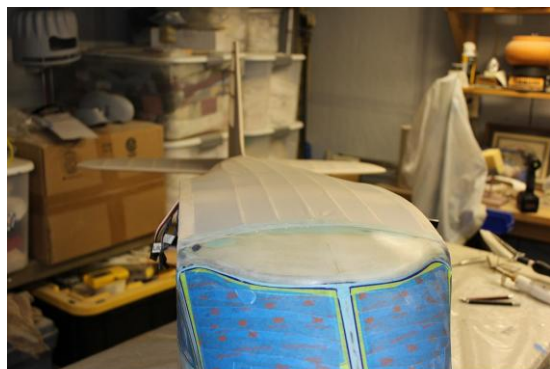
Fuselage bottom



Left side fuselage

Cont Page 16....

# Top Flite Stinson Reliant Cont....



Fuselage top



Fuselage covered



Fuselage bottom in high build primer



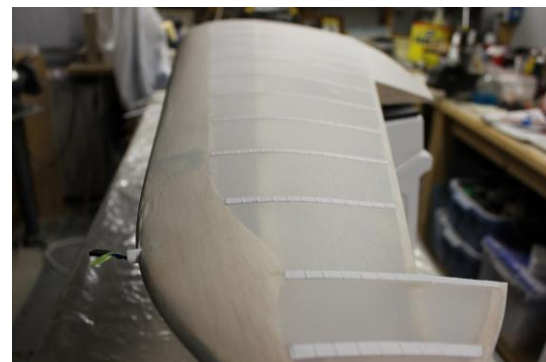
Using primer to define rudder trim tab



Metal and trim area's defined with high build primer.



Rib stitch applied to left wing



Rib stitch



Pink'd (rib) Tape on Vertical Stab



# Dog Fight at Mead Field

Report and Photos by Nelson Carpenter



Few weekends ago Tom Wild found an old roll of crepe paper in the bottom of his flight box. That gave him the idea to tie the roll to the tail of an old beater airplane he had brought to the field.

So happens that old airplane was a veteran of many combat flights from years ago. Next thing we all knew (and heard), that airplane was screaming around the field trailing that ribbon. Loren Blinde looked up and yelled "Hey, that's a good idea!" Within 5 minutes his flying wing was airborne and we had a duel.

Those of us on the field were enjoying this combat. Half waiting for a mid-air collision as well as one of them cutting the tail off the other. The mid-air never occurred, but Loren managed to cut off all of Tom's tail.

Now there is interest in reviving some combat flying. If you want to join them, get the dust off that old airplane of yours and make it out to Mead. A special class of combat is also being considered. Old timer airplanes with 100 ft tails. So get your old timer airplanes ready over the winter.





## ~ 2014 Western R/C Flyers Event Schedule ~

**2014 Tuesday Night Fun-Flys at Mead, Every Tuesday evening May 6th through September 2nd!**  
(Weather Permitting)

### **January** **2014**

- **Tuesday, Jan 7th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

### **February** **2014**

- **Tuesday, Feb 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.

### **March** **2014**

- **Tuesday, Mar 4th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

### **April** **2014**

- **Tuesday, Apr 1st** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

### **May** **2014**

- **Tuesday, May 6th** - Club Meeting 7pm, at MEAD FIELD, bring a plane, open flying.  
- **Saturday, May 17th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.  
- **Saturday, May 31st** - Air and Space Museum - Static display of area clubs' model aircraft. (info to follow.)

### **June** **2014**

- **Tuesday, Jun 3rd** - Club Meeting 7pm, MEAD FIELD, bring a plane, open flying.  
- **Saturday, Jun 7th** - Annual Spring Club Fun Fly at Mead Field starting at 10:00am. Open flying.  
- **Saturday, June 21st** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.  
- **Saturday, Jun 28th** - District IX Fun Fly Rally.

### **July** **2014**

- **Tuesday, Jul 1st** - Club Meeting 7pm, MEAD FIELD bring a plane, open flying.  
- **Sunday Jul 13th** - Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.  
- **Saturday, Jul 19th** - Old-Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

### **August** **2014**

- **Saturday, Aug 2nd and 3rd** - Don Neill Scale Contest. Multi-club Fun event hosted at Bud's Field.  
- **Tuesday, Aug 5th** - Club Meeting 7pm, MEAD FIELD a plane, open flying.  
- **Saturday, Aug 16th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.  
- **Sunday, Aug 23rd** - Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch and flying. Rain date Aug 24th.

### **September** **2014**

- **Tuesday, Sep 2nd** - Club Meeting 7pm, MEAD FIELD - bring a plane, open flying.  
- **Sunday Sep 7th** - The 5th Annual Fall Fun Fly and Swap Meet. Swap meet setup after 9am. Open flying 10am through 3pm.  
- **Saturday, Sep 20th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

### **October** **2014**

- **Tuesday, Oct 7th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.  
- **Saturday, Oct 18th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

### **November** **2014**

- **Tuesday, Nov 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.  
- Nominations taken for 2015 Officers

### **December** **2014**

- **Tuesday, Dec 2nd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.  
- 2015 Officer elections





## Western R/C Flyers Inc. 2014 Membership Application

Please print clearly!

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

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

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

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

AMA Number: \_\_\_\_\_ IMAA Number: \_\_\_\_\_ (If applicable)

Amount Paid: \$ \_\_\_\_\_

**2014 Dues: \$35** (Renewals should be paid by **April 1**) New/Renewal: \_\_\_ New \_\_\_ Renewal \_\_\_ (Check One)

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

**Membership subject to approval. AMA membership is required.  
Make Checks Payable to: Western R/C Flyers**

**Print then fill out this form and send check to WR/CF Treasurer:  
Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118**