



OMAHA NEBRASKA  
AMA 857 - IMAA 284

## TAILSPIN NEWSLETTER

October 2007 Issue

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**President: Rick Miller**

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

**Vice President / Tailspin Editor: Nelson Carpenter**

Phone: 402-330-3249 email: [nelsonsc3@cox.net](mailto:nelsonsc3@cox.net)

**Treasurer: Bob Zitzlperger**

Address: 12568 Brownley Cir. 68164 Phone:402-493-1610

**Secretary /Safety Officer/ Website Director: Joe Halamek**

Phone: 402-592-7876 email: [docsiggs@aol.com](mailto:docsiggs@aol.com)

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### A Word From The President:

The Saturday Fun Fly and Swap Meet was dampened a little by the weather, however there were a number of us who braved the conditions. I think most everyone flew their planes as well. There was Swap and Shop items including a few planes for sale. I know that I pick up a couple of things from Ron Brandt's table and we made a deal. It was a little windy and chilly, but maybe better weather next year.

The Sunday Quickie 500 races went very well with good attendance. The weather was sunny and nice but still a little windy.

Fortunately the wind was out of the south-southeast and that's just fine for Quickie launches and landings. We talked about next years schedule and how we can work around the dates for the Kansas City folks and their Q500 events. I didn't get any pictures because I was running 2 classes, and Austin was running after my plane ;)

On a business note, we need to start thinking about how to run the flying events in the future. Our club, and other clubs as well, are struggling with some of the logistics of these events. We need more active participation with running our events, all of them. I am asking all of you to think about suggestions as to how to man and run these events for next year. Let's hear those suggestions, please. Some of the recent suggestions that I have heard include:

- \* Let's have some of the events on Sunday, some of the people have to work on Saturdays.
- \* Lets have a committee approach to our events.
- \* We need to stream line our Auction logistics.
- \* We need to keep food and drink in our event activities.
- \* We need one fee for events and include all features under one charge.

Let's not forget this month's meeting is at Chalco Hills Natural Resources Center. Bring some of your Show and Tell items.

*Thanks*

*~ Rick Miller*

### Next Meeting:

**7:00pm Tuesday, Oct 2, 2007**

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

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### Vice-President's Corner:

The October monthly meeting will be indoors due to the seasonal change and loss of daylight hours. If you have a show 'n tell project, or anything related to our hobby you would like to present, bring it along to the meeting.

Do you check the mechanical and electrical connections on your plane before each flight? How about before each day or even season of flying? Something as simple as a "keeper" on an elevator servo clevis slipping off caused me to loose my Prime Cut a few weeks ago. It was totaled in the cornfield, and ruined my day. Yet if I had only done a pre-flight inspection before that flight or day at the field, I might still have what was a favorite plane.....

Keep in mind that there are still plenty of good flying days left this year. Don't let the recent cold spells have you hanging up your airplanes.

Concerning flying this year, I believe we have had a greater turnout of members at the fields than last year. Despite the weather.

In this issue you will find a great story by Rick Miller having to do with a racing event him and his son Austin participated in over the weekend of September 22<sup>nd</sup> in Wisconsin.

Hope to see you at the field in October! Don't forget the change in location for the next club meeting.

*Come out and fly!*

*~ Nelson Carpenter*

## Treasurer's Report:

To be provided at the October 2<sup>nd</sup> meeting.

*Thank You!*

*~ Bob Zitzlsperger*

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## August Meeting News:

Approximately 22 club members met at Springfield for the last outdoor meeting of the year. Unfortunately, we will all have to wait until next Spring for the cookouts each Tuesday night as well.

A discussion was held concerning events in general that will be held in 2008. The group voted on using a minimum two person committee for each event such as fun flies. In particular, the Spring Fun Fly and Bud Hall IMAA Fun Fly. The intent will be to recruit more club members to help with each event.

The swap meet held in Des Moines this past month was mentioned.

Someone brought to our attention that there is a large fleet of RC airplanes for sale in the Aurora, Nebraska area. A search on-line will provide you with more details.

The porta-potties will be removed after October 31st.

Marvin Goldberg asked if any of the club members flew float planes, and if they were interested in having an event at his community lake. Some voiced concern about the proximity of the homes, and the reception that would be given to our planes flying around their lake. The consensus was that it would not make the property owners happy, so Marvin was thanked any way.

Meeting adjourned, and several flew their airplanes the remainder of the evening.

*Thanks*

*~ Nelson Carpenter*



## Wisconsin Pylon Racing -- Red Eye Style

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

### The Trip

Well we loaded up the VW wagon with Quickie 500 planes and a full tank of diesel fuel and headed off to Amery, WI. Man, this is going to be a red eye trip. I kept seeing these red lights on the horizon in northern Iowa, it was weird they were all bunched up but at different heights, like transmitter tower lights only they were at different elevations??? My eyes were red and blood shot by this time and I didn't need to focus on these weird lights, but they were strange! We arrived in Amery at 4:00am, woke the Motel attendant up and signed in and hit the sack about 4:30 am, thank you Red Bull energy drink.

### Saturday - Quickie 500 Racing

Up and out of the sack at 7:30am, speed eat some breakfast and off to the races, we were on our way! We found the contest site and set up our pits. The planes were charged Friday just before we left and Austin put the wings on, thanks Austin! He's a great helper especially when you land the plane way down the field -- he he. We grabbed our stuff and we were on the starting line, I asked Austin to bring the backup Q500 plane with a less than fresh Nelson engine on it for a test flight. We wiggled the sticks and the control surfaces moved properly, so we fired her up. I got behind the plane and in position for the start, gave Austin the nod, and off we go. The flight is going well we rounded turn one with a quick bank and yank heading for turn 2 and its feeling kind of soft on the controls. Well we made it around the course heading to turn 2 again and bingo no aileron control. Shut her down, thankfully its flying level so I just controlled it with the rudder and elevator. That worked until we set it down a little short and just off the side of the runway, nice we saved it I think.

As I look to find Austin to run after the plane which is way down at the end of the runway, I see he is already on the way running all the way there, those youthful legs are great. I think to myself could have a bad aileron servo?? Upon inspection, as Austin is back now, thanks Austin, it turns out the battery is low on charge!! It's getting colder and batteries don't hold a charge or charge as well in the cold and I should know better! Well the

*Continued on Page 6*

## *Windy Days: Good Rudder Practice*

By Salvatore Piu

One of my friends asked me for some flight training, but canceled a few times because of windy conditions. For student pilots—since student pilots usually are flying on a buddy-box system anyway—take advantage of this: get some buddy-box stick time on a windy day.

There are several benefits for students to do this while still using the buddy-box system. First, in order to keep the airplane under desired and controlled conditions, wind generally forces student pilots to be more active to maintain control during the flight, which equates to a faster learning curve.

Second, we always have some amount of wind at the field; therefore pilots should not be afraid of it. Better yet, pilots should learn how to deal with windy conditions, provided the model is capable of flying in that condition. An electric foamy airplane weighing less than 10 ounces, for instance, should not be flown on windy days, especially by a student pilot or one having recently soloed.

An underpowered or marginally powered model will also be more sensitive to even light wind. The general rule of thumb I use for not flying because it's too windy depends on how hard it is to assemble the model in the wind. If the wind places my model at high risk for damage during assembly, then it's too windy to fly.

I have flown in excessively windy conditions a few times over the years. However, in each case, the flight was no longer enjoyable because I was constantly correcting for wind-related issues, with the landing being the most intensive and nerve-racking part of the flight.

If the wind is a little annoyance during assembly, I will fly knowing the wind will be a little annoyance to contend with in the flight also. I call windy days “good rudder practice days” because rudder typically needs to be used more often on windy flights.

**Bottom line:** fly a few times in moderate wind conditions while you are a student on a buddy-box system because it will make you a better overall pilot.



## Featured Western Flyer



*Carrying his Sig Kommander off the field at Springfield after a successful flight is **Jeff Jacobs**. He has several some-what old timer airplanes in that these airplanes first became available a good 25 to 30 years ago. This sharp Kommander looks like it was built just last month.*



### **REWARDS PROGRAM**

Remember to use [Hobby Town'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 membership](#) when making a purchase at either Hobby Town location.



# WESTERN RC FLYERS ACTIVITIES SEPT 2007





Cont....





## Wisconsin Pylon Racing -- Red Eye Style Continued from page 2....

.....plane is fine, that's a relief. The charger and battery is way over in the pits, I ask Austin to go get the charger box. When he gets back from the pits a football field away, he ran all the way, we put the battery on charge and check the plane and set it off to the side.

I tell Austin, let's try out the Bird of Prey (BoP) with the good engine. But, let's check the battery, even though it was charged and checked back at the house. Guess what, the battery is not up to full charge in this plane either. Thankfully I have two chargers in the box and both are charging while everybody else gets their practice trim flights in. I vow to Austin that this will not happen again.

After the battery charging is behind us, its time to go to the Pilots Meeting, darn it we didn't get to practice and trim the BoP. Well we get all the details from the "Main Man" himself Mr. Lee LaValley. These folks make it easy to have fun, and really know how to run a race, my salute to the organization and people putting on this event. Thankfully we are in heat 3 of round 1 so we have time to see how the race is run. I take the opportunity to show Austin how they are running the race and the starts because it different than what we practice. Austin is capturing the race highlights with a movie camera all day, when we aren't in the race or others borrowing him for starts and calling. He seems to be getting more popular. Of the 4 planes taking off, two launch first then the other two go. It works great! These folks use an observer for each pylon and with radio communication making the event go very quickly.



Well its time for our race! We put our plane on the line, #3 starting position with no time to waste. Prime the engine with fuel, not too much. ... (*I'm getting nervous now*) Hook up that new glow starter, and 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 shouting "Wiggling 23!" We wait and then comes the announcement "**60 seconds you're on the clock.**" (*Come on baby start!!!!*) Click the Glow starter switch to on (*4 LEDs light, OK*).... Pull off the fuel line shut off pinchers (*HERE WE GO hurry up, hurry up*).... Crank the engine over with the electric starter using 14.4volts of NIMH battery juice.... She's screaming now and surging, she's a little rich.... I shout, "*Hold on to that monster Austin!! (she's jumping around big time)*".... Pinch the fuel line; she really jumps up on RPM.... Lean her out a little more, and she letting you know she wants to GO. Not a whole lot of pinch left at 19,000+ RPM according to my excellent Fromeco Tach.... Step back and check to see if the aileron and elevator moves, it does and I am ready! The starter guy looks my way and I nod that I am ready (*three positive thoughts now -- Here's your opportunity, Here's your opportunity, Here's your opportunity*).... Now I am just staring at the plane as the engine is screaming and Austin is holding the plane while watching the starting lights.... And it seem like an eternity until... until... until... Austin sends her off!! (*that kids reflexes are like a cat -- quick, quick!*)

Off she goes.... are we all the way to the pylon (????), bank and yank (*I hope that wasn't a cut*).... Around pylon 2 and 3 with one lap in, and then two and three laps. We're on the way.... I hear Austin calling for me, 4 2 3 ready turn, 5 2 3 ready turn, 6 2 3 ready turn.... (*We got a guy getting close to us and sticking on us --- well if you want to get close I will show you close ---, I flew combat competition for years, and this is so much fun!! ...I love this!!*)

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 one pylon during a heat*).... close the throttle valve, kill the engine and put her in the landing pattern.... bring her in for a landing and "Whoa baby!" Wow! Those new ball bearing wheels really roll! The plane stops at the end of the runway as Austin runs there to get the plane. Austin turns the switch off at the far end of the landing area, and signals to me and I turn off the radio. Thanks Austin (*We are a Team, he really like this stuff too!*)



Now let's check the score (?????) Well it seems there was a "Nut" loose on the control sticks, my plane some how had 3 pylon cuts. Seems there were two cuts on Pylon 1, and one on Pylon 2. No wonder I caught those guys so easy...! That means a "cut out" I got a big ZERO for points in that heat. Actually the first 3 heats, I cut out each time, 3 heats and 0 points.... Lunch time and a talk with self.

The races commenced after lunch, and I actually got points each heat I was in for the rest of the day. The racing was awesome, close and fast. These guys fly a lot, and it shows in the racing and piloting skills. I finished up the day in 7th place which was an outstanding finish considering I had so many zero scores.

.....To Be Continued

*Editor's Note: Second installment of Rick's and Austin's Wisconsin "Red Eye" adventure will follow in the November newsletter.*

# ~ 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, BJSa Building - Bellevue  
Saturday, April 21st - Annual R/C Auction  
- BJSa 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** (2007 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**