



OMAHA, NEBRASKA
AMA 857

TAILSPIN NEWSLETTER FEBRUARY 2021

President: Rick Miller
402-624-2530 millerick7@gmail.com

Vice President: Tim Peters
402-880-1508 tpetersrc@gmail.com

Field Maintenance: Loren Blinde
402-416-0855 lblinde@neb.rr.com

Field Safety Officer: Mike Lawver
402-443-8345 MikeLawver@charter.net

Treasurer: Dean Copeland dcopeland937@centurylink.net
Address: 15668 Fountain Hills Drive, Omaha 68118
402-905-6446

Secretary: Tim Ryan
402-943-6731 old43school@outlook.com

Tailspin Editor: Nelson Carpenter
402-709-3651 J3flyah@gmail.com

A Word from the President



Greetings *Western RC Flyers!*

I hope this newsletter finds you well and looking forward to a new year.

This last year has been a great challenge to all of us. Many including myself have been affected either through family and friends, or directly with the Corona virus. Our world will never be the same again.

Hopefully you all have new models, or rebuilt ones ;-)
ready to go this spring. I never thought I would miss the RC auctions so much, but I really do miss them. The comradery of our RC community is sorely missed. Maybe this fall or next year will be different.

Looking forward to the flying season and seeing other flyers as well.

Let's go fly!

~ Rick Miller



Vice-President's Corner



Hello! I double-checked my status and see that I have not been impeached. (*Many of you will tell me that the year is still young.....*) So what's going on with you? I did not hear back regarding event suggestions for the upcoming year, so I would like to take it upon myself. How about a combat event for electric planes? I know that the Lincoln bunch has been doing this, and I personally have had my *Flite-Test Spitfire* tail waxed by a 10-year-old. If the prospect of providing me with further humiliation interests you, let me know.

Cont. page 2

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



Vice-President's Corner Cont.

The planes are easy builds requiring a couple of sheets of foamboard, two servos, and a motor/esc/battery/prop. Assembly is with a hot-glue gun. How about the first weekend in April? That gives everybody time to prepare; hopefully many of us in the 65+ age group will be COVID-19 proofed by then. If not, masks and common sense will prevail. I'll follow-up next month and let you know. Do not expect rules or judges for this premier event, just several rounds of fun. My thinking is that we limit this to current WRCF members. So get those dues paid!

My January 2021 *Tailspin* summary of the upcoming FAA rules was a little over-optimistic, most likely due to my rose-colored glasses. Time will tell whether the WRCF Mead flying site will be recognized as a FRIA (*FAA Recognized Identification Area, i.e. legitimate flying site*). We will need to stay on top of this.

Help me out here. Let's get the new year started with a fun event.

Come out and fly!

- Tim Peters

Treasurer's Report



As of Jan. 18th we have 13 renewals for the 2021 season. The only other thing I have to report this month is that funds remain consistent with past years. With that said, how about the rest of you send in your dues which remain at \$35.00.

Hope that all of you are remaining well and safe.

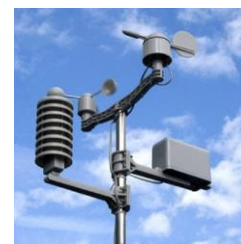
Happy Landings

- Dean Copeland



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>

Mead Staff Appreciation Day

In a show of appreciation and acknowledgment of the new year using *Mead Field*, our club provided the *ARDC Staff* a snack spread on January 20th. This was for the fourteen workers at the facility this time of the year. They were all able to partake in their breakroom.

What the club provided was a large tray of meats and cheeses to feed thirty. Included were cocktail rolls for making sandwiches as well as the condiments. A card went with it thanking them all for hosting us at Mead with a field to fly. They were also thanked for finding two wayward airplanes that ditched into the corn last year.

The Mead folks were very thankful and it put a smile on their faces. We'll do this again next year.



Monocoupe Build

Sent in by Mike Crosby, now living in Columbia, Missouri, is his latest scale project. A giant third scale *Monocoupe 90A* with a wingspan of 130 inches. It's build off of a modified set of Bill Effingner plans. It will be covered with *Stits Lite*. Here's a shot of his Coupe framed up.



For power, Mike has been breaking in a *UMS 75cc* 5-cylinder four-stroke gas engine. A great combination for a classic airplane.



KEEP YOUR GUARD UP!
.....FOR EVERYONE'S SAKE.

SUBSCRIBE TO TAILSPIN NEWSLETTER

WANT TO BE ON MAILING LIST?
Club membership not necessary. Send your e-mail
address
to J3flyah@gmail.com



Aviation Weather Forecast
Wahoo Municipal Airport, Nebraska

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

TAILSPIN NEWSLETTER BACK ISSUES

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

Realizing My Dream

By Tim Ryan



I've been an enthusiast of all things aeronautical as long as I can remember. My dad would take me to every airshow that would occur within a reasonable distance from home. It was something he loved, and that infectious wonder of flight and the machines that made it possible has never left me.

My dad flew with the US Navy during the Korean War. He wasn't a pilot, he was a radar and sensor operator on land-based, anti-submarine patrol aircraft. Unlike many wartime veterans, he was happy to share stories of his years in the military and his experiences related to flying. He had an eager audience in me, and knew I could picture exactly what he would describe.

As a member of VP-22, stationed in the *Aleutian Islands*, dad flew on missions that would routinely last 12 to 16 hours, down along the coast of China & Korea, and back. The aircraft used was the *Lockheed P2V-5 Neptune*, a twin-engine long-range patrol aircraft. An early Neptune set the record for unrefueled distance in 1946, when one flew nonstop from Perth, Australia to Columbus, Ohio - A distance of 11,236 miles, taking just over 55 hours to complete the trip. A record for piston engine aircraft that stood until 1986, when **Dick Rutan's** Voyager was able to circumnavigate the globe.



Dad's plane over *Naval Air Station Kodiak, AK* about 1952.

My experiences as an RC pilot have helped me realize my dream. I always dreamt of becoming a pilot, and even attempted to join the *US Army* after high school. With my spot reserved in the *Army Warrant Officer Program*, I was set to have *Uncle Sam* teach me to fly helicopters. An interview between the Army and my pediatrician uncovered my history of childhood asthma, and that prevented my acceptance. A last-ditch plea from myself and my recruiter to the US Surgeon General was rejected. I was grounded. I couldn't afford flying lessons, so the flying bug manifested itself in this wonderful hobby we share.

I'm sure many of you remember a great guy named **Dale Lemmons** (*not sure about the spelling of his last name*), who ran a RC hobby shop near Western Electric back in the 80's. I once lamented to Dale about how much I wished things had turned out differently, and that I had become a pilot of *real* aircraft. Well, Dale immediately corrected me and told me I was a pilot of real aircraft, and that becoming a good RC pilot is the same, if not more difficult, because you don't have the advantage of the first person feeling of exactly what our aircraft are doing.

My experiences as an RC pilot have helped me realize my dream.

Keep 'Em Flying
- Tim

NOTE: *Tim mentions the hobby shop that was located just west of 132nd Street and the old Western Electric plant. Bob Boumstein tells us that The "Hobby Co-Op" was owned by Frank Fisher and several stockholders among whom he was one. Dale Lemmons ran the store mostly. Neal bought what was left of that business in the 80s. Some of you will recall the Hobby Co-Op.*



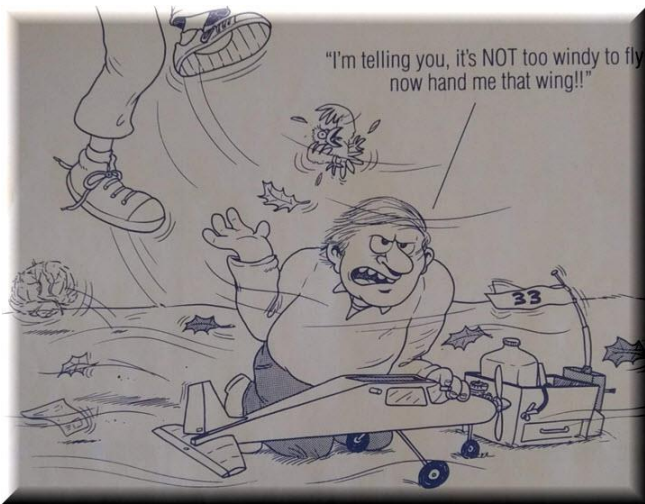
WORTH YOUR WATCHING

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

This is a really good video of aerotowing at Wasserkuppe. Not too long and beautifully filmed. Shows what it looks like from the towplane point of view as well.



<https://youtu.be/Tn3hcfxVIVg>



*Western R/C
Flyers*

BATTERY VOLTAGE CHEAT SHEET

By Loren Blinde



Electric flying used to be so simple. I had one 3 cell LiPo battery and flew it until the motor sagged, and then went home. Since then things have gotten more complicated. I have so many batteries, they are no longer on a first name basis. And cell counts ranging from 2 to 6. Plus I seem to have taken to heart the wisdom of storage charging.

Sadly, math has become an essential skill for battery management and as most of us seasoned citizens realize, that's not so easy anymore. So I created this simplistic cheat sheet of battery pack voltages, based on cell voltage and number of cells. Printed and pinned to the wall above my charger units. If you want the actual spreadsheet, let me know. Although you could probably create your own in the time it takes to send an email.

By the way, if you've gotten tired of your charger taking hours to discharge a battery to storage level, one of these is the answer: <https://www.skyrc.com/bd250> Got one and I love it. Available from many sources at wildly different prices.

	2	3	4	5	6
4.2	8.4	12.6	16.8	21.0	25.2
4.1	8.2	12.3	16.4	20.5	24.6
4.0	8.0	12.0	16.0	20.0	24.0
3.9	7.8	11.7	15.6	19.5	23.4
3.8	7.6	11.4	15.2	19.0	22.8
3.7	7.4	11.1	14.8	18.5	22.2
3.6	7.2	10.8	14.4	18.0	21.6
3.5	7.0	10.5	14.0	17.5	21.0
3.4	6.8	10.2	13.6	17.0	20.4
3.3	6.6	9.9	13.2	16.5	19.8

Random Mead Pics

By Rene Mayo



*Western R/C
Flyers*

OZARK SHOP



Submitted by Dave Kelly



Happy New Year from the Ozarks!! My progress on the shop continues. Albeit slow. But steady! Steadily as an ole man can go anyways.

I've finished up retaining walls and back fills. Last week I rented a backhoe, and got my pvc pipe from house to shop. Roots and boulders galore. Monday I'll start setting electrical boxes and pull main leads from house. My gosh, copper wire is getting expensive. I don't care for aluminum wire. So..... Four 250' rolls of #3 AWG cost 1,500\$. Make's an RC kit sound reasonable!!!

I've never been in an area of "boom town" economy. Help is non-existent. I had to drop all ideas of a contractor adding on to the house. All and all though, the project end result will be one of more sq ft of shop (14X36 vs 12X24) and lowered costs by more than 50% of an addition. Good ole sweat equity. Heavy on the "ole" because I rarely move fast enough to sweat now a-days. I'll keep plugging along and hopefully my article next will be one of getting settled into the shop and..... unpacking my toys.

Again, I wish you all a Happy 2021, blue skies and light winds. Cheers Mates!!



*Western R/C
Flyers*

Bucker 133 Jungmeister

By Jack Wilhelm

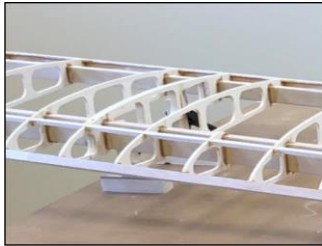


This month we will discuss the construction of the fuselage and the landing gear.

The fuselage is assembled from 3mm and 6 mm lite ply, 8x8mm spruce stringers, 6mm balsa laminations and balsa stringers of various sizes. The lately appears to be of slightly better quality than what I am used to seeing in the United States. Many of the parts are laminations of two or three 3mm parts laminated with Loctite 9462 Hysol.

The Jungmeister fuselage does not have many straight lines and none that are continuous from the firewall to the tail. The side parts are cut with feet (similar to what we often see on wing ribs) so that using a flat worksurface and a centerline a straight fuselage can be easily accomplished.

Before delving into the fuselage have included a few photos of the wing center section and the attachment of the wings to the center section. The process is similar for both the top and bottom wings.



The top left picture shows the entire wing blocked for fabrication. Small feet were fabricated to block each wing up to match the dihedral built into the center wing section, top photo on the right. We checked the dihedral with a digital level and with the center section level we were within 0.05 degrees of the desired angle. The bottom photo shows the details of the joint. Functional flying wires

allowing the use of short alignment tubes.

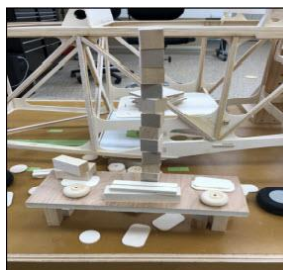
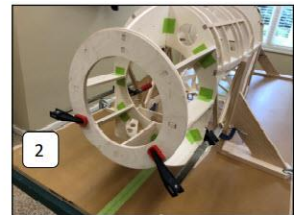
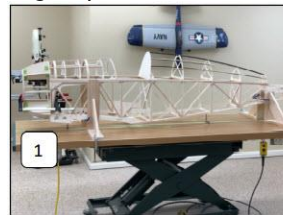
Please take note of the following highlights shown in the four pictures at the top of the next column starting with the top left picture (1), the top right (2), the bottom left (3) and bottom right (4) picture.

Photo 1 Shows the feet used to horizontally align the fuselage.

Photos 2 and 3 show six vertical braces that are built perfectly vertical and give the sides their vertical alignment and spacing from the centerline. Photo 4 shows the fuselage rotated with the firewall vertical to the work surface for the installation of the top formers and stringers.



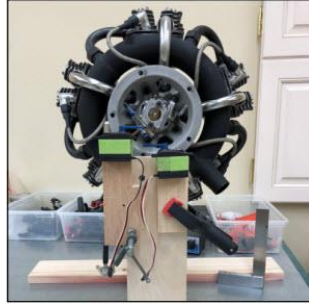
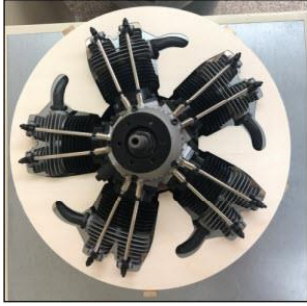
Please take note of the following highlights shown in the four pictures below. Photo 1 Shows the stringers installed on the rear of the fuselage are reinforced with carbon fiber on the top, back and bottom sides, huge increase in strength. Photos 2,3 and 4 show the installation of the firewall. The area filled with foam will be fibreglassed. The foam will be replaced with balsa blocks before glassing and sanded to shape. The fiberglass will link the front former to the firewall. The engine pictured earlier will be attached to the firewall.



This picture shows the work of my three-year-old granddaughter who loves airplanes and helping in the workshop. Her grandfather really enjoys her help and her love of airplanes.

Cont. page 9

Bucker 133 Cont.



The above photo on the left shows the CNC cut baffle. The baffle started out as a Moki 250 baffle blown up to fit the Moki 400. Made three different attempts to get the desired results.

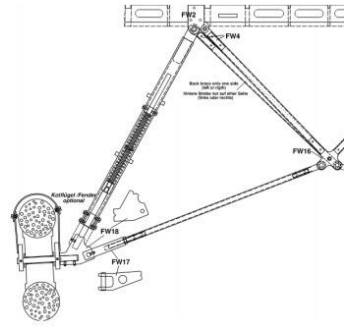
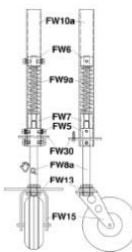
The above photo on the right shows the mock up used to locate the choke and throttle servo. You have to appreciate the latest in servo mounting technology, masking tape.



The photos above show the installation of the fuel and smoke tanks. Both tanks are 50-ounce tanks. The clear tank construction is beneficial as it allows you to see what is going on inside the tanks and the hardware is first class. The tanks are from Extreme Flight. You may have noticed the pink tape in the left picture, this is the CG of the airplane and the tanks are centered on the CG but adjustable within the bracket and removable if needed.



These photos show the largest stringer I have ever installed. 10mm x 18mm x 2,184mm (86"). You can never have too many clamps. This drawing and photo show the tailwheel assembly. Tailwheel is removeable with one screw and will be linked to the rudder for steering. As the drawing shows the tailwheel is spring loaded.



The drawing and photo above show the main landing gear. The drawing shows the details of the shock absorbing mechanism, very similar to the full-size version. The photo on the left shows the structure of the gear which will be covered with fabric.



The top two photos above show the main landing gear temporarily installed on the fuselage. The bottom right photo shows the safety wiring to secure the bolts that secure the sleeves and stops for the spring action of the gear. The gear may look crooked in the photo but that is the way the full size looks when there is no weight bearing down on the gear as in flight.



These photos show the details of the wheels, brakes and attachment. Brakes were added for hard surface runways. Some full size Jungmeisters had brakes and some did not. Hubs and brakes were fabricated by Robart based on full size photos. Robart's efforts resulted in a great product. Next month we will cover the installation of the electronics and equipment. After that we will take a break as the reporting will have caught up with construction.



Tiger Moth

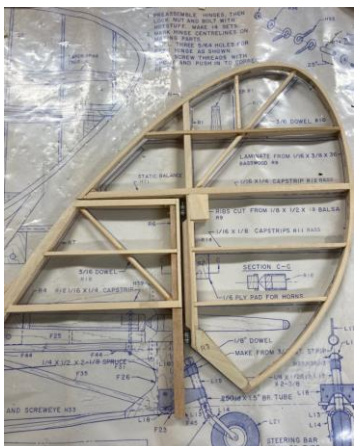
By Bernie Baker



Although I've already got enough biplanes, I decided to build a 1/4 scale *Tiger Moth*. I've always liked the looks of that aircraft, which served for many years as a trainer for the RAF. Most pilots in the *Battle of Britain* were trained in the *Tiger Moth*. The other reason I chose this particular aircraft is because the kit is rather rare and gets high marks for scale.



I was pleased with the quality of everything when I opened the kit, BUT there were no instructions (*I had the plan sheets.*)! After scrambling, I put some posts on RCG and RCU and someone from *Canada* went to the trouble of making a copy and uploading them for me. This is a great hobby in that regard with people helping each other along the way.



After getting the instructions, the first thing I noticed when getting into the kit is that most of the wood is basswood instead of balsa. This will make it stronger but heavier. Fortunately, biplanes have a lot more wing area so this shouldn't be a problem. As you can see in the pictures, most of the tail feathers' leading and trailing edges are

made from laminated pieces of 1/16" basswood. This makes for a very strong structure and it wasn't that difficult (*although a little messy*) other than needing a lot of clamps. Hinges are simple, strong, and unique. Three eyehooks connected with a 2-56 bolt and a small brass tube.



The fuselage is made of basswood longerons and a large ply doubler on the front half. The center section of the top wing is actually a fuel tank on the real airplane. That structure is also where the cabane struts and tensioning wires are connected to get the upper wing properly mounted and squared up with the fuselage.



This has been an interesting and challenging build so far and I'm looking forward to keep working on it through the winter. With *COVID*, there isn't much else to do.



Stay safe. Bernie





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