



OMAHA NEBRASKA
AMA 857 - IMAA 284

TAILSPIN NEWSLETTER

November 2006 Issue

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A Word From The President:

Greetings everyone!

Well its time for the elections and nominations etc for the clubs officers again. We need to have as many members at the meetings as possible, please come and join in, we always have fun.

Hope all of you are getting those projects lined up for the winter work in the shop. I know I have lots of repair work to do and new planes too.

I would like to share a recent situation I was involved in that could possibly help others, particularly those who fly in the cooler days of the year like I do.

(The moral of the story is at the end)

--- *The Flight of the Stinging Stinger* ---

This memorable event occurred while taking my Giant Scale Stinger out for a "QUICK" flight. It was a little late in the afternoon to head out of the shop about 5:30PM after all were just going to test some new propellers for Thrust and Down line effects and we will be back before you know it. You know I just love this plane, its flight characteristics are great and I bought it for 80 bucks at an auction Yeah awesome it just fits me well I like this plane !!!!!

Checked the RX battery its a large one and its fully charged, and the TX is at 11 oops 10.9volts great! The first flight was ho hum, my son filled up the fuel tank (son its full, fuel is running out the over flow) and then we check the carb for mixture blah blah blah, fly a couple of passes around the field and land, Done. It sure is cool out here kind of makes the bare fingers on the Transmitter Sting a little.

(Continued on page 2)

Next Meeting:

7:00pm Tuesday, November 7th, 2006

**Location: NRC, Natural Resources Center
Chalco Hills Recreation Area**

CAP meeting room, northeast corner - lower level

8901 S. 154th St.

Just south of 154th & Giles Road

Vice-President's Corner:

The Omahahawks Auction took place on 10/15. There were about 400 items and it was a "buyer's auction". Honestly you could have bought some great airplanes and taken them to Toledo and doubled or tripled your investment. Anybody got a cube van?

I would estimate about 135 buyers and sellers, which I thought was light but a great crowd. There was a 50/50 cash raffle in which the winner split the pot with the club. I thought this to be a good idea, as everyone likes cash. We should consider this along with raising the minimum bid to \$20 and no-sale charge to \$2 as the Omahawks are now doing. I think we still have a chance to make \$1500 to \$2000 at the Auction as we see a changing hobby in the area of electrics. However I do not see glow or gas going away.

On the new item front I am waiting for an Air Hogs Storm, if you haven't heard or seen of this yet it flies, goes on water or land too! These look to be a hoot! Wal-Mart will have them at \$69 plus \$30 for Litho ion battery pack.

See you at the meeting

~ Bob Boumstein

www.WeFlyRC.org

A Word From The President (Continued from page 1)

Then lets try out this new propeller, its supposed to have more thrust and more slowing effect although more FRAGILE, yeah that will be great if its true. I sure hate to give up the plastic prop though, they are tough, I could trim the grass around the house with it I think. Anyway while changing the propeller I thought (*Oh darn I hope that spinner will fit, other wise I won't have the same test conditions, precision you know is the key to good test results, its meticulous but lets get it right*), it fits fine so lets go go go!

A few big blips of the throttle and man this prop really pulls hard right away, Mega thrust yeah that's what were after!

On the second takeoff and new propeller on, I had a throttle linkage failure that resulted in the engine running at about 1/5 throttle with no control over the throttle!!!!!!!

The Plane is equipped with a G62 gas engine and a BIG 32oz tank that was about 3/4 full, and I was just past the end of the runway about 20ft up!!!! Well this is just enough power to fly around, thank you for that huge wing.

It was mushing through the air and I was barely keeping it in the air, every time I gave it some up elevator it stopped and dropped to one side or the other. So just a tiny bit of elevator had to be used, this is not fun, this is WORK.

Unfortunately its fuel consumption at this setting is teeny tiny teeny.

Okayyyyyy lets see here, lots of gas and the engine is using hardly any fuel, = really long time: and its difficult to fly too, hmmm I have done this before so all is not lost its just not fun but you do get a lot of flying time in.

This is not a pretty picture I told my son, who is constantly asking if its time to go home yet he's cold. And mom has lots of Chili for us at home where it's warm and cozy.

So at this time it dawned on me to check my

Transmitter battery voltage, yikes it just dropped to 9.8 wait a minute its voltage is dropping too fast.

(Continued next column)

A Word From The President (Continued)

OK, so lets review the situation it getting Darker by the minute and its cold (my fingers are stinging and hurt), my son is complaining, the plane is mushing and is a pain in the shorts to fly and its stuck on economy plus setting with a Boat load of fuel left, AND THE BATTERY IN THE TRANSMITTER IS NOT GOING TO MAKE IT. (Oh crap, the picture just got dimmer for the fragile prop !!!)

Should I just force it in for a landing and run the prop into the ground and hope it kills the engine, I have done it before. Well I had a prop break off 1 side and keep running on one of my other gas planes this year already and it didn't turn out well for the firewall or the rest of the plane for that matter, courtesy of a rodent hole. Sure didn't need the balance lead up front after those repairs!!!!

Or just do a touch and go type deal and see if I could just have the plane doing circles on the ground I did that once, nah that won't work it going to fast, this in not a 40 size trainer! I am at the Mead field and when I turn towards the trees ?? and if it misses the trees then it would be heading back towards me and the boy??? Son I said, we need a different option!!

I have my Son go get that Charger set in the back of the van and set it up on the picnic table and plug in the wires and turn it on.

We get the charger set up and plugged into the radio, wait the charger plug is only connected to the battery when the power switch is off.

So around and around we go until we have the plane way way up there heading into the wind.

I told my, son you hold down the charge button while I switch the transmitter off and on to get a little charge in the battery.

We can't do this for long the plane will not hold attitude or altitude for long, about 3 seconds per go-around was the very best and usually about 1 to 1.5 seconds.

Well mother nature had to get into the story too, after all she is no slouch you know. Its now sleeting and the wind is picking up too, as we say at the plant GREAT !

Not only is mother nature Sleeting upon us but she is clouding up and its getting dark sooner than it should be, well at least the mosquitoes are gone.

Well the charging trick is working, the voltage is back up to about 9.8 from a low of 9.6 volts, it going up slowly but up. My son goes after my gloves for me, my fingers are really stinging now, and we wrestle them on one at a time, time is marching on and the battery is at 9.7 v.(Continued on page 3)

Have photos of your winter build projects?

*email; them with the details to:
tailspin_newsletter@yahoo.com*

A Word From The President (Continued from page 2)

With more charging it had to happen the wind was up and the plane was going away and I was loosing it, my body was shaking my eyes were watering, I said to my son, I can't tell if it going away or coming towards us I am going to loose her. The wind and cold is further degrading these old eyes, but wait, my son pipes up and says "hey dad its ok its coming towards us" , those 10year old eyes are like those of a hawk.

We are charging, its still getting dark and now I am thinking of how can I fly the plane in the dark, should I just put her in and hope for the best, NO!!!! True pilots never say die, until the dirt is packed so tight in the carb that you have to dig it out with a screwdriver!!!! 10 volts now More time goes by.....and by.....

I now remember a joke " the engine and prop on a plane are to keep the pilot cool, if you don't believe it shut off the engine and watch him sweat" well I could use some heat now, because I am cold. Mother nature comes to the rescue, and parts the clouds with an odd but wonderful Red LIGHT yes light, which shows the yellow on the plane brightly even with the watering eyes, thank you God More time goes by.....and by..... its getting darker again but wait its the sound of "success, a dying motor on an airplane" (ironical isn't it)

Now the DEAD STICK LANDING, this plane has run great for me all season with hardly an issue and it dawns on me that I have never Dead Stick landed this plane before(more stress, I didn't have enough), as you may have already concluded, WE GONA TRY IT RIGHT NOW !!!

Well, the fragile propeller is fine as is the rest of the plane, with nary a divot in the field. My nerves are shot, I have a cramp in my neck I am cold with sleet melting in back of my neck and my fingers are stinging.

But before my son heads out to get the plane that landed on the field softly with a small bounce he gives me a HIGH FIVE and a "alright Dad" as he turns to run. All I could think of was a prayer " God please help me to be lucky rather than good, it seems to work better ", especially when family members are watching. We didn't unload the van that night or start working on the plane. We went in the warm house and my son told my wife all about it, she wanted to know if I needed to buy any new parts????? (Continued next column)

A Word From The President (Continued)

My son talked while I over ate with 3 bowls of Chili in an attempt to curb the stress, then I needed some Tums blah blah blah blah.

In looking back I think that I will invest in a larger capacity and newer battery pack (Moral: Battery should last longer than the fuel supply and check the plane out more often). Maybe a smaller fuel tanks would be in order also.

Flying alone would not have worked well here, which reinforces the old atage (Moral:" don't fly alone"). And one other thing that I forgot to do that I learned previously in the cold Michigan flying weather, keep you transmitter and or batteries in the warm the cold temps really reduce the effectiveness of your NiCad and NiMh battery packs.

BTW: "lots of gas and the engine is using hardly any fuel, = really long time:" = 50 minutes of torture flight and that's after the first flight. Lets try to " Think first fly second".

See you at the meeting!

~ Rick Miller

2007 Dues:

We can pay our club dues for 2007 at any time now. Also, new members can join now, pay their \$35.00 and fly the rest of 2006 with their 2007 membership card.

Also remember our 2007 AMA dues are due again. It appears they (AMA) are going to continue their sign up 3, fly free program for 2007.

~ Staff

Springfield Upgrades:

As of last meeting, we have several members getting estimates on upgrading the safety fences at our Springfield flying site. We are looking at several different options in fencing, such as 4-foot tall safety fencing with stranded cable, welded wire & chain link as well as creating pilot stations.

We are somewhat limited to our options as no concrete or permanent structures may be used. Plans are to upgrade for the 2007 season. We will be discussing our options and our plans at our November meeting, be sure to attend and share your ideas.

~ Staff

2007 Club Officer Candidates:

If you would like to run for one of the club officer positions, you still have time, please contact any club officer, or come the October meeting to declare your candidacy. We encourage all members to consider running for office.

As of this writing, the folks listed below have generously thrown their names in the hat for the 2007 club officer elections coming up next month in December. All candidates must declare their interest by the November 7th meeting.

Good luck to everyone, remember, elections will be held during our December meeting, Tuesday December 5th.

2007 Candidates Thus far

President: Rick Miller (2005 - 2006 President)

Vice - President: Nelson Carpenter

Treasurer: Bob Zitzlsperger (2004 - 2006 Treasurer)

Secretary: Joe Halamek (2004 President, 2006 Secretary)

2007 Annual Auction:

Our 2007 Annual auction is scheduled for Saturday, April 21st, BJS Building in Bellevue. Auction set-up will be as usual, the Friday evening before the auction on Friday, April 20th. We'll need all the help we can get, please plan on helping again this next year.

~ Joe Halamek



**Jim Gunhus
Hanger -9 Clipped Wing
Taylorcraft**

Western R/C Flyers Inc. 2007 Membership Application

Please print clearly!

Name: _____

Address/Zip: _____

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 with check to WR/CF Treasurer:
Bob Zitzlsperger 12568 Brownley Circle Omaha,
Nebraska 68164**



**We are still generating
a pre-order list for
everyone interested in
purchasing Western
R/C Flyers
embroidered golf
shirts and hats.**

Display your colors!

Example: At the last ordering, hats were just \$10 each.

Contact Bob Burt for more information, options, and all the details. Get your name on the list!

Last Chance this year! Don't miss out!

The larger the order, the better price we get!

**Contact: Bob Burt phone 402-651-4805
email: reburt@yahoo.com**

~ 2006 & 2007 Western R/C Flyers Event Schedule ~
2007 Tuesday Night Fun-Flys, Springfield, Every Tuesday night May 1st 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. 154th 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. 154th 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. 154th 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. 154th St.
(Board Room, just inside right of main entrance)

Friday, April 20th - 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

Date TBD - Spring Round-up, Oldtimers FunFly

- Mead Field 9am

Sunday, May 20th - Quickee Racing
 - Mead Field - Check in @ 9:30am, Racing starts @10am

Date TBD – Spring Fun Fly

Registration 9:00am Events start at 10:00am - Mead field. 3 Events!

June 2007 **Tuesday, Jun 5th - Meeting**
 - 7pm, Springfield Flying Site, bring a plane, open flying & food

Date TBD - Oldtimers FunFly

- 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
Date TBD - Oldtimers FunFly
 - 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
Date TBD - Oldtimers FunFly
 - 9am, Mead Field
Dates TBD – 18th Annual Bud Hall Memorial IMAA FunFly
 - 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)**
Date TBD - Oldtimers FunFly
 - 9am, Mead Field
Sunday, Sep 16th - Quickee Racing
 - Mead Field - Check in @ 9:30am, Racing starts @ 10am
Date TBD – Open Fun Fly and Outdoor Swap meet
 - Mead Field – Swap Meet set-up after 9:00am, Open Flying @ 10am – 3pm

October 2007 **Tuesday, Oct 3rd - Meeting**
 - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, just inside right of main entrance)
Date TBD - Oldtimers FunFly
 - 9am, Mead Field

November 2006 **Tuesday, Nov 7th - Meeting**
 - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(CAP meeting room, basement, far left of entrance)
- Nominations taken for 2007 Officers

December 2006 **Tuesday, Dec 5th - Meeting**
 - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, just inside right of main entrance)
- 2007 Officer elections

Want to Schedule a 2007 event? Contact any club officer or attend the meetings & let us know!