



OMAHA NEBRASKA
AMA 857 - IMAA 284

TAILSPIN NEWSLETTER

December 2006 Issue

President: Rick Miller

Phone: 402-624-2530 email: rick.miller@kellogg.com

Vice President: Bob Boumstein

Phone: 402-334-0122 email: bbhwc@cox.net

Treasurer: Bob Zitzlsperger

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

Secretary / Tailspin Editor / Web Director: Joe Halamek

Phone: 402-592-7876 email: tailspin_newsletter@yahoo.com

A Word From The President:

(No Report)

~ Rick Miller

Visit our website

www.WeFlyRC.org

Next Meeting:

7:00pm Tuesday, December 5th, 2006

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

Board Room, just inside right of main entrance

8901 S. 154th St.

Just south of 154th & Giles Road

Vice-President's Corner:

This is my final article as VP, I think Nelson will do a great job and he is very enthusiastic about it. I hope to continue to contribute now and again as the Auction is important to me. What a great group of officers and members we have, you only have to look around to see we are blessed.

On Dec. 2nd is the Shawnee Mission Swap Meet at the Lenexa Community Center 13420 Oak St. From 9AM to 2PM. It is a nice meet and Steve Peck and I will have tables there. I have had a good time at this one before. The big one is in Jan. 2007 at the Ararat Temple. Luckily this one is on the opposite side of town from the football game!

About two weeks ago I got a serious case of food poisoning that landed me in the hospital for 5 days. This was a doozy! I am just about back to normal now but it was a bad experience. I was at Methodist when they had the Noro Virus breakout. 96 people pooping! But I was in isolation due to them not knowing what I had, it was Campylobacter. The food when I got it was awful, even their water was not good!

Happy Holidays to everyone! ~ Bob Boumstein

Hats and Shirts are In!



If you ordered club hats and shirts, they are now available & ready for pick up.

All orders will be available for pick up at the December meeting!

If you are unable to attend the meeting, contact Bob Burt to schedule pick up.

Contact: Bob Burt phone 402-651-4805
or Email: reburt @ yahoo.com

Happy Holidays!

From the Western R/C Flyers

November Meeting News:

We discussed our options for upgrading the safety fences and pilot's stations at Springfield this next year. Dean Copeland, Bob Burt and Nelson Carpenter obtained estimates for various options including chain link, 4 foot plastic safety fence (similar to what we have now), and other types of fencing. It was determined that since we are unable to use permanent structures, and the costs involved, that we will continue to use and maintain the current safety fencing.

We also discussed the option of leaving a safety strip of unmowed grass (*on the field side*), in front of the safety fences. This will act as a bit of a braking surface to slow aircraft down before the catch fence does its job of stopping a model from entering the pits. We will be experimenting with this next year, so if you wonder why the grass is uncut in front of the safety fence next year, this is the reason. It will probably be a 5 to 10 foot wide area in front of each section of the current safety fence.

We asked for all interested folks to step up and place their names in the hat for officer elections this month and the following folks are running for 2007 offices.

Officer candidates for 2007:

Rick Miller – President

Nelson Carpenter – Vice President

Bob Zitzlsperger - Treasurer

Joe Halamek - Secretary

Elections will take place during the December meeting.

A general field clean-up will be scheduled for *both* fields in the spring with open flying after. All members are encouraged to attend. *Dates to be announced.*

We also discussed next year's fun-fly schedule and set the dates for our events.

Please note that we are again scheduling a spring fun-fly with events, and we are *also* scheduling a *second* IMAA giant scale fun-fly at Mead in June. Get those fun-fly and giant scale machines ready this winter.

As always, if you are a club member and would like to schedule an event, attend our meetings, or contact any club officer. All events require AMA membership.

(Continued next column)

Upcoming Area Events

Swap Meet Dec. 2nd at the Lenexa Community Center
13420 Oak St. Shawnee Mission Ks From 9Am to 2PM

R/C Auction January 7th Grand Island Modelers Fonner Park Café, Grand Island NE Check in 8am Auction at 11am

November Meeting News (Continued)

2007 events thus far:

Annual R/C Auction:

BJSA Building, Bellevue NE

April 20, 2007 Friday evening 7:00pm

Auction set-up- 7pm

April 21, 2007 Saturday 8:00am

Auction - Members should be there by 7:30am

Spring Fun-Fly:

Mead Field (3 Fun-Fly Events & Awards with *Open Flying* between events) (Club members free, Non members \$5.00)

May 19, 2007 Saturday 10am

Old timer Events:

Mead Field

May 12, 2007 Saturday 9am (*Spring Round-up*)

June 9, 2007 Saturday 9am

July 14, 2007 Saturday 9am

August 11, 2007 Saturday 9am

September 8, 2007 Saturday 9am

October 13, 2007 Saturday 9am

Quickee 500 Pylon Racing Events:

Mead Field (*Entry fees will be announced later*)

Check in starts at 9:30am - Racing starts at 10am

May 20, 2007 Sunday

June 10, 2007 Sunday

July 22, 2007 Sunday

August 26, 2007 Sunday

September 16, 2007 Sunday

IMAA Giant Scale Events:

Mead Field (*Open Fun Fly's, limited to giant scale IMAA aircraft, may join IMAA at the field and fly the same day*)

Spring IMAA Fun Fly (New)

June 2, 2007 Saturday 10am (\$5.00 landing fee)

Bud Hall Memorial IMAA Fun Fly (Mead Field)

(\$10.00 landing fee, allows flying & lunch 1 or *both* days)

August 18, 2007 Saturday 9am

August 19, 2007 Sunday 9am

Fall Fun Fly & Swap Meet:

Mead Field (Open Flying, No Events, Club Members free, Non-Members \$5.00)

September 15, 2007 Saturday 10am

~Joe Halamek

Tips & Tricks:

A series of articles published in the Nov 2006 - AMA Insider - www.modelaircraft.org/insider/

Winter Wear

Here we are at the close of another flying season—for most of us anyway. We do have a few members who fly year round. But don't give up on the weather just yet.

The past several weekends have seen good flying weather and we should have several more before the cold really sets in. When the cold does come our way, you don't have to go into hibernation until spring; just be prepared for it. First, protect your body from the cold. I got myself a full cold-weather jump suit—you know the kind you see guys wearing at gas stations. In fact, my car mechanic got it for me.

Next thing is to protect your hands. Some fliers use transmitter gloves that cover both hands and the transmitter. Personally, I prefer gloves but I found that I couldn't feel the sticks and that bothered me, so I found a solution. I got a pair of hunting mittens.

They look like regular mittens, but the part that covers the fingers actually can fold back, presumably so you can fire a weapon. I just stick out one finger and my thumb to fly. Between flights, they join the other warm digits inside.

Also, remember to keep batteries fully charged because they lose their charge faster in the cold.

—*Rob Coniglio The R.J. Hhog Roslyn Heights, New York*

Rubber Bands Don't Hold in the Cold

This is probably one that many don't know about, but a temperature of anything below 40° is too cold for rubber bands. I've experienced it personally and it's not a good feeling watching the wing separate from the fuselage as you're flying across the field. Actually you stare at the wing because it flutters slowly down like a leaf, while all of the important stuff in the fuselage does a kamikaze dive into the woods. So keep those models where the wing or anything else is held on by rubber bands home when it's cold. This holds true for glow and electric models. After all, rubber bands are rubber bands.

Fly with a Buddy

In the wintertime there are fewer people using the flying site. This is both good news and bad news. The good news is that you have fewer people to watch out for, not to mention more parking. The bad news is you have fewer people watching out for you. If you get hurt, there are fewer people to help. It's just good practice to fly with a buddy—especially in the winter months. We do this without thinking during the summer months.

(Continued next column)

Tips & Tricks (Continued)

In the summer, usually every time I see someone flying, there is a spotter standing next to him watching out for all that ground clutter. In the winter, not only could we use the extra set of eyes the spotter gives us, but we're not alone in the "great white north" if a problem does arise. Besides, I always find it more fun to fly with friends than alone.

—*both articles by Larry Dudkowski
Plane Talk, Prop Masters newsletter*

Convenient Cleanup

Want a nice, neat, convenient way to clean up that airplane? Use baby wipes—those soft wipe tissues that come under various brand names and are packaged in handy plastic boxes. The wipes must contain some kind of cleaning agent because they remove oil well and the lanolin acts like a polish.

Marking Dark MonoKote

Putting any kind of decent marks on MonoKote is difficult, especially if the MonoKote is dark in color. This becomes a hassle for you when trying to accurately place control horns or mount a switch to a surface that's already covered.

Try putting down a piece of masking tape in the approximate location then line up the horn or switch plate and make your marks on the tape. The marks are visible and you can cut or drill right through the tape. You can pull the tape off easily by pulling it sideways over itself—don't pull straight up or you may lift off the covering.

—*both articles from Hangar Talk, Orange City, Iowa*

Thank you to the AMA Insider and the contributing authors for the above articles.

~ Staff

Kit Versus ARF?

Making a decision on your winter project is not an easy one these days with the variety of kits and ARFs (*Almost Ready to Fly*) on the market. How do you decide on which one?

Of course many factors influence our decisions. What airplane do I want to fly next year? Do I have the time, energy or skill to build a kit? How much money do I want to spend and how fast do I want to spend it. These are just a few of the questions that arise when planning your winter project.

Both the kits and ARFs have their advantages and disadvantages.

Lets first talk about ARFs in general. There are many really high quality ARFs available today. Many are built as good, or better than we can build them ourselves. The ARF comes for the most part pre-built and pre-covered. Most ARFs are covered with Monokote, Ultra-cote, or some other shrinkable plastic covering and in general are covered fairly well.

ARFs are very quick building and setting up for flight is relatively easy and time from box to flight is relatively low.

(Continued on page 4, column 1)

Kit Vs. ARF (Continued from page 3)

The problem is, that your finished airplane will look exactly like others at the field. Not to mention, that you have to pay for a nearly completed airplane right up front. Some ARFs are relatively expensive.

ARFs are partially responsible for the loss of *uniqueness* of models at the flying fields. Think about last season and which airplane stood out from the crowd, was it an ARF?

Do you want a model of a scale airplane that was originally covered in fabric & dope? Very few ARFs are covered in a fabric material, thus they have that highly polished *plastic* look. A Piper Cub just doesn't quite look quite right with that highly polished smooth finish. Many ARFs may not be for you, if you are interested in reproducing a scale subject, with that scale look.

If you are a sport flyer, or more interested in just getting into the air fast then one of the ARFs may be for you.

One way to make your ARF *look different* than all the others is to strip the covering and recover the sub-assemblies in your unique design and materials. *What you say!.... Strip the covering off a NEW ARF?* Yes, that is exactly what I said.

Since I personally don't mind the covering portion of the process, and with the ARF stripped down to the bones, it allows me to reinforce the sub-assemblies with CA glues & epoxy to my hearts content before recovering them.

I know that it probably seems really silly to most of you and that I may be completely out of my mind (*Well, maybe?*), but it provides a unique aircraft at the field next spring.

Fabric covered aircraft, such as a Cub, can be recovered in pre-colored Coverite Fabric and left as is, or painted to obtain your desired effect. Sheeted ARFs can also be fiber-glassed.

Another way to make your ARF unique is to add graphics such as stripes, stars, sunburst, checks, etc. These are easily made from a contrasting color of Monokote or other covering material that is compatible with your pre-covered ARF.

Many of the members within our club would be happy to discuss their covering techniques with you.

Or.... how about vinyl graphics? Many local sign shops will cut your graphics, logos, or words using only a black and white computer printout of your graphic on a piece of typing paper. Just be sure you have the dimensions of the graphic, and font if possible, and color written down for them to scale it up to the size & the color you need.

Kits definitely allow for the most diversity, yes they take time to build and cover, but they can provide a really unique model that's seldom if ever seen. The satisfaction of building and finishing a kit is really second to none, and is fast becoming a lost art with the ARF market the way it is.

Most kits offer very detailed building instructions & plans, and with the CA glues, go together fairly quickly. For example, a 40-60 size sport wing can be framed up in a weekend, or just a few evenings. (Continued next column)
(Continued next column)

Kit Vs. ARF (Continued)

Of course they require a flat, pin-able, building surface and an area to build. A simple hollow core door and a 2'x4' removable ceiling tile makes a great building board for most 40-60 size kits.

Building a 40-60 size sport kit, will start you on your way to building those giant scale sport, scale or oddball subjects in which no ARF exists. There are many advantages to building from kits, but the primary one is the satisfaction that you built it from a box of balsa and the uniqueness of your airplane.

Kits will also allow you to spread the cost of your new model over a period of time. Good Luck with your new project, whether it be a kit or an ARF!

~ J. Halamek

2007 dues are due!

Must be paid by February 1st, 2007

Thank You!

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**

~ 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
Saturday, May 12th - Oldtimers FunFly
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 - Quicke 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 - Oldtimers FunFly
- 9am, Mead field
Sunday June, 10th - Quicke 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 - Oldtimers FunFly - 9am, Mead field
Sunday, July 22nd - Quicke 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 - Oldtimers FunFly
- 9am, Mead Field
Saturday & Sunday, August 18th & 19th – 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 - Quicke 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 - Oldtimers FunFly
- 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 - Quicke Racing
- Mead Field - Check in @ 9:30am, Racing starts @ 10am

October 2007

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

November 2007

Tuesday, Nov 6th - 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 2008 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!