



OMAHA NEBRASKA
AMA 857 - IMAA 284

TAILSPIN NEWSLETTER

February 2008 Issue

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A Word From The President:

Well it's a new year and a new start. It's been a pleasure to serve as President of this club in the past, present and hopefully future. Not to mention the association with the folks that make up this club. I will continue to strive for growth, prosperity and FUN, for all concerns relating to the Western RC Flyers.

We need all the folks that fly as WRCF's to join in and help with the clubs fund raising opportunities, like our Auction in April. Without this successful fund raising activity our Dues will increase significantly.

I hope all of you have gotten those new projects about done. Right?????

The highlight section of the last few meetings has been the, show and tell section. Come on out to the next meeting and get in on the fun, don't miss out.

See you at the meeting.

Thanks

~ Rick Miller

Vice-President's Corner:

Be sure to check out the project report by Rick Simmons. He is constructing another twin to add to the dozen or so twins he already has in his inventory. This is one huge bird that will impress you all when he brings it to the field this Spring.

Many of us have been fully absorbed with our indoor electrics this winter. Lately several of us purchased the new E-Flite SE5a biplane of WWI vintage. It is one swell indoor flyer.

So who has an interesting winter project that can be featured in next month's Tailspin? Don't be timid. Contact me so that it can be presented to the club. Bring it to the monthly meeting for Show 'N Tell as well!

Come out and fly!

~ Nelson Carpenter

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

Next Meeting:

7:00pm Tuesday, Feb 5, 2008

**Location: Papio-Missouri River NRD Office
154th and Giles Road**



**Martin P4M-1Q Mercator, Fleet Air Reconnaissance Squadron One
MCAS Iwakuni, Japan, 1957**

Treasurer's Report:

To be provided at the February meeting.

Thank You!

~ Ed Splitgerber

January Meeting Notes:

The meeting was called to order by President Rick Miller at 7:10 on January 8th 2008. Bob Zitzlsperger gave the treasurers report.

A discussion was held as to the use of WF club funds for the purchase of Quickee racing fuel. Rick Miller clarified how club funds are used to support racing events. Race participants pay an entry fee each race day that contributes to the cost of the fuel. However there are incidences where the entry fees have not covered the entire fuel cost for the year. The sponsoring club covers the balance owed for fuel at the end of the racing season. Such was the case for 2007.

There was no old business to discuss.

New business started with auction setup and how to configure the BJSa building for the auction. Proposals were discussed to do things differently this year. However, none were acceptable to those attending the meeting. With that, there were no motions adopted to change setup from last year.

Discussion was held as to the use of Boy Scouts to help with the auction. The discussion also included the idea of making a monetary donation to the scouts for their help.

A motion was made, seconded, and passed to use the Scouts to help with auction.

Another motion was made, seconded, and passed the make a donation of \$100 to the Scouts for their help during the auction.

Motion was also made, seconded, and passed to keep auction logistics the same as last year.

Discussions were ceased, and show and tell commenced.

Meeting was adjourned around 8:30 p.m.

Blue Skies

~ Dustin Anderson

News, Rumors, and Gossip



On Sunday Jan 6th I went to the Grand Island, Nebraska Auction at the Fonner Park Café. As usual the guys out there were great; a lot of "hellos" greeted me as I came in. Though I ended up going alone as others were forced to cancel, it was not a bad day for a drive.

The usual assortment of stuff was there mostly lower end except for six or seven nice large airplanes, I was impressed by a U-Can-Do pattern plane as it was very nice looking but only sold around \$275 I think. The story has been the same at the last several auctions; the good looking stuff in great shape brings the price the rest is bargain bound. There were some engine deals for me but the best was this box of dirty, junky, older motors, about twenty or so. When I looked at the box I knew I had to have it and was trying to figure out what I would bid. I thought that \$40 to \$60 would get it, but I was surprised when my \$5 bid was the only one! Yes I got a real deal, it does not happen often so I was happy.still am too.

There were a couple of guys from Hastings who I think had some kind of Garage Hobby Shop, they sold 50 to 60 bags of misc. stuff, screws, parts, wheels, etc. This effort nearly put me to sleep as most bags sold for \$2 to \$3 each, it was heart wrenching! Just a couple of kits that did not seem to do well and a lot of airplanes from the barn, dirty and cheap.

All in all it was a good time. I did not buy that much, but it was not a grueling day either.

I am looking forward to the Lincoln Auction on Feb 2nd and I may be selling my Gee Bee with a Saito 1.50 that I bought at Toledo in '06 since it is unlikely that I will get to it again this year. If you're interested in it, I will ask \$600 from our guys but have \$750 on it at the Auction. Contact me.

Happy Landings

~ Bob Boumstein



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 affiliation](#) when making a purchase at either Hobby Town location.

The Secrets Behind Building and Improving ARF Models

by Jim Soque

I would like to contribute certain ideas of how to make your ARF airplane more signature and a better built ship. More familiarity with your model will only improve your piloting skills and increase your confidence as a flier. In more than six months, I have completed the following five ARF models: Great Planes Lancair ES 60, Great Planes Cessna 182, Jim Dymond Tiger Moth 120, Seagull Models PC-9, and the Kangke Monocoupe 60. These are all well-manufactured ARF airplanes, each having been tested by countless design pilots, and manufacturer experts. I fly them all with great confidence and have the utmost respect for each of their designers and engineers.

The suggestions I make in this article are my own and from my own experience:

- Read your instruction manual from cover to cover, and then read it again.
- Take inventory of all the parts listed in the instruction manual.
- Measure the engine mounts; change them if you think they are too short.
- Mount the engine to the engine mount with socket-head screws, washers, lock washers, and lock nuts.
- Use a ball-link for the carburetor pushrod link on the engine.
- Change the tank to one you are familiar with.
- If a third tube is used for fuel-filling purposes, use additional hose and a clunk.
- Trim the cowl with a router/sander tool, and use a vacuum cleaner with hose to vent the fiberglass dust away from you.

Tech. Editor's Note: Best if this is not done in an enclosed space. No one, not you or anyone in your family or your neighbors, need to breath this dust.

- When drilling the holes in the cowl, enlarge them using a drill bit wrapped with some 220-grit sandpaper; enlarge gradually.
- Attach a flexible pushrod material to pull the fuel hoses forward through the firewall.
- Cut the ventral vent hole three times the size of the air intake hole. This allows for maximum cooling of your engine.
- Measure the stabilizer tips to a center point over the cabin using an aluminum ruler and take note in centimeters, not inches. Measure twice and always use epoxy.

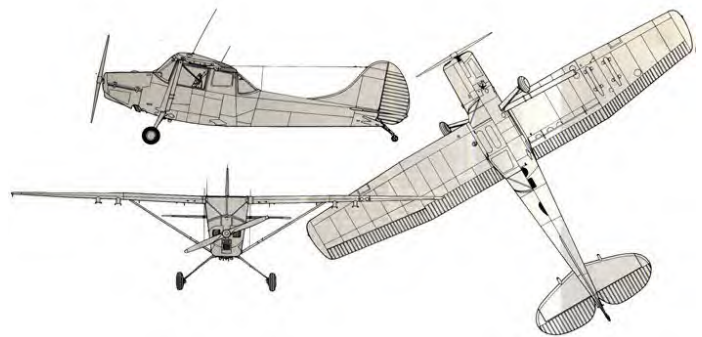
Tech. Editor's Note: Do not use any string, line, cloth measuring tapes, or anything flexible to measure with. If the measuring device sags or bends, support it so it is straight over its length.

Cont....

- Level any imperfect surfaces with your eyes, then put a level on it. Take away any balsa gradually with a hobby knife.
- Use a 90° angle device for your vertical fin, or try a laser leveling device.
- If your kit comes with 2mm or 3mm hardware, switch it to 2-56 or 4-40 hardware instead.
- Change the supplied wheels to wheels with tread. Don't use cheap wheel collars.
- Use a hinge-slottting tool (I prefer electric) to widen the precut hinges on control surfaces. Use slow cyanoacrylate glue on the hinge surfaces edge, then insert the hinge.
- Z-bend the links for the control rods at the servo arm end.
- Mount your cowl with beefier screws and washers.

Tech. Editor's Note: Reinforce the part of the cowl where screws or bolts go through. Use a small piece of cloth soaked in epoxy and placed on the inside of the cowl or any other part that needs reinforcing. Fiberglass cloth is a good choice but any woven cloth will do.

- Mount your switch harness and charging jack opposite from the exhaust side of the aircraft.
- Use a glow-extension device for any inverted engines.
- Use scrap fuel line pieces to secure your clevises.
- Tape any servo extensions to the servos main wire for insurance.
- Run the antenna wire inside the fuselage and out the back whenever possible.
- After you finish, test run your engine, high and low end, before coming out to the field.
- Fully charge everything before packing it up and heading to the field.



JANUARY MEETING SHOW 'N TELL

There were twenty present at the evening meeting to see the airplanes brought in by four club members. Some very nice models.



Dustin Andersen presented his Dynaflite Super Decathlon. It has an 89 inch wingspan and weighs 16 -18 lbs. Power is with a 2-stroke 1.08 or 4-stroke 1.2. Guidance is with a 4 channel radio. Dustin acquired this airplane from Joe Halamek.



Jim Drickey had the new Hanger 9 Sopwith Camel for display. It is an ARF with a wingspan of 61 inches and requires a .60 two-stroke or .90 four-stroke engine. Flying weight is from 7.5 to 8.5 lbs. Jim expects to maiden flight it this Spring.



Lynn Langer brought a Messerschmitt Me 262 1/48 Die Cast Model. Per the description in the "Historic Aviation" catalog: *"This highly detailed 1/48 scale die cast model replicates an Me 262 equipped to fly in a bomber-interceptor role with a 50mm cannon in its nose. Wonderfully detailed, the model includes engraved panel lines, a fully outfitted cockpit, detailed engine nacelles, intricate landing gear with rubber tires, authentic JV 44 markings, and more. 10½" wingspan; arrives ready to display."*



Dean Copeland showed off his battle damaged E-Flite SE5a to the club. You had to look real close to see where his indoor electric model's top wing was severed in three places as a result of a midair collision. The ARF biplane is powered by a small electric motor. It requires a 3 channel radio with 2 sub-micro servos. Total weight is 10 oz. and it has a wingspan of 30 inches. Keeping it light, the airframe is vacuum molded foam as well as the wings being foam. As several of us who own this plane have learned, it is easy to keep adding detail to it. Cost of the plane is \$49.99 from your local hobby shop or Horizon Hobby.

CLUB FLYING ACTIVITIES – LAST YEAR 2007



CLUB MEMBER PROJECTS – JANUARY 2008

Scratch Building 101 by Rick Simmons

Hi guys, I hope everyone is doing well this winter building season. Nelson asked me if I would give everyone a progress report on my latest project, so here we go!

Many of you may have seen me flying my Zenaoth G-26 powered 120" Bud Nosen Cessna 310 over the past couple of years. Its one of my favorites, but, surfing on www.airliners.net, I found my thrill!! The Cessna 414. It's a short nose version of the Cessna 421.

After purchasing the 24% Wendel Hostetler 421c plans, I brought them out to a club meeting at Springfield in August of 2006 to concur with my fellow associates. Wendell's plans begin by building a sq. box the length of the fuse, but that would not accommodate the scale interior and cockpit that I always enjoy including in my aircraft. I was only able to use the outline of the fuse formers aft of the instrument panel from the plans. Everything else was up to me.

Fortunately, the 310 wing is identical to the 414 design and the 120" Nosen wing was the perfect size for the 24% 414. By updating the cowls and nacelles, I have a scale wing to use with the 414 fuse by cutting the wing saddle to accommodate the Nosen airfoil. **Jim Simonitch** was kind enough to cut the stab from foam for me and that began my learning curve for cutting the foam rudder. **Lynn Langer** and I experimented with the cutting bow to come up with a great technique for cutting airfoils.



After getting the fuse framed up, I began laying in the flooring, the suede carpet, the inner walls and headliner. It took more time to cut the patterns then anything else. The fuse was then sheeted, sanded, glassed and painted. I always do the cockpit last because that's a month long project on its own!



I am currently focusing my energy retro fitting a Zirolu Beechcraft D-18 I purchased in Canada last February. It should be RTF by March so I can then finish the cowls and nacelles on the 414. Hopefully it will be RTF by mid summer.



All of my twins are equipped with the "Twin Sync" engine rpm synchronizer. I was the Zenaoth engine beta tester helping

develop the sync codes for the integrated chip it uses to control the unit. In the event of an engine failure, the "Twin Sync" throttles back the good engines rpm, along with the failed engines rpm to a pre-set idle and simply slows down the plane with the wings still level. Bringing the throttle stick to idle, resets the mode, and now you can throttle up the good engine and head for the runway without having to waste valuable altitude recovering from the inevitable spin. Every twin needs this device as insurance because you cannot hear your engines fallout of sync when other planes are in the air or running in the pits. Without the Twin Sync, your first indication of trouble will be trying to recover from the spin your now in.

Any flyer wanting to learn more about the Twin Sync is welcome to email me at rickshh53c@cox.net, subject "Twin Sync info". For anyone purchasing twin sync, I will personally instruct you and walk you thru the programming to insure proper use and operation. A four engine unit is also available.

Last August at the Owatonna MN warbird meet, I took my twin cyl. 3.6 ci. Moki equipped Zirolu P-38. It was radar clocked at 130 mph. I also filmed and witnessed the crash of a beautiful Zirolu Beech D-18 that was NOT equipped with a twin sync. If you wish to see these videos: <http://www.youtube.com/watch?v=ZVpZGc3zT74> and <http://www.youtube.com/watch?v=pRJ98-oyIYE&NR=1>

Take care, Rick Simmons 2engsout

Additional photos of Rick's magnificent Cessna 414 under construction:



~ 2008 Western R/C Flyers Event Schedule ~

2008 Tuesday Night Fun-Flys, Springfield, Every Tuesday night May 1st through September 4th! 2008

(Weather Permitting)

Food – Fun – Flying – Friends!

**January
2008**

Tuesday, Jan 8th - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(CAP meeting room, basement, far left of entrance)

**February
2008**

Tuesday, Feb 5th - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, just inside right of main entrance)

**March
2008**

Tuesday, Mar 4th - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, just inside right of main entrance)

**April
2008**

Tuesday, Apr 1st - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, just inside right of main entrance)
Friday, April 18th - WRCF Auction Set-Up
- 7pm, BJS Building - Bellevue
Saturday, April 19th - Annual R/C Auction
- BJS Building - Bellevue - Sign in at 8am
Auction Starts at 10am (Members should be there no later than 7:45am Auction day)

**May
2008**

Tuesday, May 6th - Meeting
- 7pm, Springfield Flying Site, bring a plane, open flying & food
Saturday, May 10th - Old-timers Fun Fly
Spring Round-up
- Mead Field 9am
Sunday, May 18th - Quickee Racing
- Mead Field - Check in @ 9:30am, Racing starts @ 10am

**June
2008**

Tuesday, Jun 3rd - Meeting
- 7pm, Springfield Flying Site, bring a plane, open flying & food
Saturday, Jun 7th - Spring IMAA Fun Fly
- 10am Mead Field (Limited to Giant scale IMAA aircraft, \$5.00 landing fee, Open Flying)
Saturday, June 14th - Old-timers Fun Fly
- 9am, Mead field
Sunday June 8th - Quickee Racing
- Mead Field - Check in @ 9:30am, Racing starts @ 10am

**July
2008**

Tuesday, Jul 1st - Meeting
- 7pm, Springfield Flying Site bring a plane, open flying & Food
Saturday, July 12th - Old-timers Fun Fly - 9am, Mead field
Sunday, July 20th - Quickee Racing
- Mead Flying Site - Check in @ 9:30am, Racing starts @ 10am

**August
2008**

Tuesday, Aug 5th - Meeting
- 7pm, Springfield Flying Site - bring a plane, open flying & food
Saturday, August 9th - Old-timers Fun Fly
- 9am, Mead Field
Saturday & Sunday, August 16th & 17th - 19th 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 24th - Quickee Racing
- Mead Field - Check in @ 9:30am, Racing starts @ 10am

**September
2008**

Tuesday, Sep 2nd - Meeting
- 7pm, Springfield Flying Site - bring a plane, open flying & Food (Last Tuesday food will be served)
Sunday, September 7th - Open Fun Fly and Outdoor Swap meet - Mead Field - Swap Meet set-up after 9:00am, Open Flying @ 10am - 3pm
Saturday, September 13th - Old-timers Fun Fly
- 9am, Mead Field
Sunday, Sep 21st - Quickee Racing
- Mead Field - Check in @ 9:30am, Racing @ 10am

**October
2008**

Tuesday, Oct 7th - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(CAP meeting room, basement, far left of entrance)
Saturday, October 11th - Old-timers Fun Fly - 9am, Mead Field

**November
2008**

Tuesday, Nov 11th - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, just inside right of main entrance)
- Nominations taken for 2009 Officers

**December
2008**

Tuesday, Dec 2nd - Meeting
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
(Board Room, just inside right of main entrance)
- 2009 Officer elections

Want to schedule a 2008 event? Contact any officer or attend a club meeting with a proposal.

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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: \$ _____

2008 Dues: \$35 (2008 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:
Ed Splitgerber 5046 S. 174th St. Omaha, Nebraska 68135