



OMAHA NEBRASKA
AMA 857 - IMAA 284

TAILSPIN NEWSLETTER

January 2007 Issue

President: Rick Miller

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

Vice President: Nelson Carpenter

Phone: 402- 330-3249 email: nelsonsc@cox.net

Treasurer: Bob Zitzlperger

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:

Holiday Greetings to all:

Well the end of the year is near, it's been great flying with all of you. I hope everyone has a new transmitter / plane / engine under the tree. The building season is here and I know that I have lots to do. Lets have a great 2007, we have lots of events this next year and I'm anxious to get started. We will start planning the Auction soon, we will need all the club members to help.

Thanks and Happy Holidays ! ~ Rick Miller

www.WeFlyRC.com

2007?

Well, yet *another* year has passed. Where does the time go? We have another year full of events scheduled this next flying season. Make the New Year's resolution this year, that you will get out to more of these memorable & fun events. Now's the time to get to that arf or kit you've been waiting to build. The best part of spring is to see what everyone's been working on the past winter, *and not to mention all those initial test flights.....*

I want to wish everyone and your families, the *happiest* of holidays, and a *safe* and *healthy* New Year! ~ **Joe Halamek**

2007 dues are due!

*Must be paid by February 1st, 2007
Thank You!*

Next Meeting:

7:00pm Tuesday, January 2nd, 2007

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:

It was back in 1986 when I first joined the Western Flyers after finding the group to be great bunch of guys to fly with that still holds true today. Regretfully though, I had taken a hiatus from the club and RC flying that lasted a good 10 years. It has been in just the last three years that I got back into the hobby, and now I can't get enough of it. But with retirement this year, I am able to devote more time to building and flying as well as contributing what I can to the Western Flyers.

With that, I readily volunteered to fill in behind Bob Boumstein as vice president. My expectations and visions for the club are rather simple. Maintain a viable club with a good flying field, and promote an active membership.

The flying field is the most important part of a radio control airplane club. We are very fortunate to have not one, but two outstanding fields. And maintaining them in top condition has certainly made a difference in keeping or attracting club members. Hats off to the field crews that make these two fields what they are today.

Further, I'd like to see more club members join us at the field more often and fly. Bob Burt has worked towards that end pretty well with the Tuesday night cookouts, and flying during the regular season. Is there not a saying: "A radio control flying group that eats together, flies together." Maybe I just heard Bob say that. No matter, good going Bob!

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Vice-President's Corner: *(Continued)*

Thank you for the confidence by putting me in office as the new vice president. I am new to this position so please feel free to contact me and share what your expectations might be with the club. If there is anything I can do as VP to make the Western Flyers better and more vibrant, then that is what I will strive to do and certainly involve you.

Happy Flying! ~ *Nelson Carpenter*

December Meeting News:

2007 elections were held, the vote was taken and the following gentlemen now hold our club offices. We want to thank everyone for attending, and a great big thank you to our 2007 officers.

Rick Miller – President

Nelson Carpenter – Vice President

Bob Zitzlperger - Treasurer

Joe Halamek - Secretary

Discussions included promoting the hobby and the club. Rick Miller is working with an area school to give a presentation on R/C aircraft to one of their science classes. If you have ideas on club / hobby promotions, or want to help, please contact any of the officers or attend the meetings.

Bob Burt delivered our new embroidered hats & shirts. If you have not picked your order up, please contact Bob Burt as soon as possible.

Thank you Bob, for ordering and obtaining these for us! Hats and shirts were purchased from Thurman's bike & Sport in Nebraska City. Jim does a nice job on these can make other items such as jackets, and you can place an order though him directly if you wish. Single piece items do not qualify for club quantity discounts, so they may cost a bit more. <http://www.thurmansbikeandsport.com/>
Thurman's Bike & Sport 1-402-873-7509

Bob Boumstein brought his Great Planes GeeBee arf ready for flight. It was a large & beautiful airplane, with a large four-stroke and Robart struts. (*Very light airplane*)

~*Staff*

Upcoming Area Events

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

KC/RC Swap n Shop January 20th MCC Business Technology Center 1775 Universal Ave. KC. MO
Open to sellers @ 9am, Buyers @ 10am

Glowplugs: *Why do they Fail??*

by *Clay Ramskill, Arlington Texas*

The "ignition system" in our engines is in the main, the glow plug. The other vital ingredient, compression, actually determines the ignition timing, so it can't be totally ignored. But usually its the plug that gives us the problems.

Why DO glow plugs fail? There are four likely probabilities, five if you count old age. Yes, old age! The plugs operate by using a catalytic (chemical) reaction with the alcohol in our fuel to maintain their heat; as the plug gets "old", it gets more and more covered up with combustion byproducts (carbon, etc.) which hinders the whole process. Of the other four, *LEAN RUNS* is probably the most prevalent - not so much that the engine was running lean, as it was *HOT*. Too much heat, and the element fries and shatters, or even melts.

TOO MUCH BATTERY power is another failure mode - very related to the above paragraph. Your battery should heat the plug to a nice bright orange or red orange color; if the plug glows white hot, it just isn't going to last. It's bad enough that we subject a tiny little element glowing hot, to the pressures of combustion. But if we add more *VIBRATION* to the situation, we get trouble. Unbalanced props, loose engine mounts, etc. may all add up to plug failure, especially in combination with too much heat.

Another plug failure mode is from *FOULING*. The element is very small, and located down in a well. It doesn't take much trash flying around in your combustion chamber to foul (and ruin) the plug! Aside from the obvious dirt coming through the intake or with the fuel, the fouling can come from metallic sources, usually a result of bearings coming unglued, or from excess carbon deposits in the engine. If the combustion chamber is full of caked-on carbon, pieces of that can, and do, come adrift and end up fouling the plug!

A quality plug run in a sport engine should last for dozens of flights. If they don't, its probably not the fault of the plugs its time to look elsewhere for the source of the *REAL problem!*

Adhesives:

by Roger Layton from *Rock Valley RC Flyers, Rockford, IL*

Cyanoacrylate adhesives: The history that abounds relative development of CA is this. It was developed as an alternative to sutures and bandages for treating open battlefield wounds during the Vietnam War. This seems to make sense in light of its ability to instantly weld the fingers together of any careless modeler.

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Adhesives: *(Continued)*

That little bottle of instant repairs that you buy is actually a chemical called cyanoacrylate monomer which, except for an inhibitor, would instantly form a single plastic blob of polymer with accompanying heat and fury that would resemble the China Syndrome.

CA was on the market for a number of years before it came to the construction hobbies. The adhesive was so fluid that it could only be used to mend nonporous materials like ceramic, plastic, and glass. It certainly did not work on balsa, which merely soaked it up like a sponge. Later, when viscosity modifiers were added, it became generally useful and ended up "in our hands" (pun intended).

The advantages of CA are speed and hold. The disadvantages are cost, vapor, and brittleness. Please be your own judge but I will not use it for whole plane construction. It has a place and is excellent in certain applications. For many butt joints and T-joints, CA is too brittle, especially in large airplanes. Aliphatic glue is a much better choice. CA is specified as the adhesive of choice for wing skins. In this application, it is too hard and makes sanding to an invisible butt joint very difficult. Animal glue like Sigmant is the quintessential choice since it is the sole truly sandable adhesive.

Cyanoacrylates are excellent for tacking parts into place to speed up construction followed by regluing with an aliphatic adhesive. CA is unequalled for making repairs and piecing a crashed beauty back together. When you use CA, be careful not to draw debris such as sawdust or baking soda (incidentally a good inexpensive accelerant) into the bottle. It may cause the entire contents to harden.

Aliphatic glue: The parent for this type of glue is doubtlessly Borden' s white glue. Borden' s is a very strong glue which penetrates wood well. A second generation of such glues contains fillers which render them somewhat "sandable." Regardless of the claims, none are truly sandable since their binder is rubbery. In my mind, more expensive is not better. The hobby store brands like Pica' s "Gluit" and others are expensive and not very sandable.

Borden' s yellow woodworkers glue is strong, inexpensive, and as sandable as any I have found. On large built up fuses and wings, I recommend using Borden' s woodworkers glue for most of the "inside" construction including attachment of the skin. But I glue the skins together and other places to be subsequently sanded with Sigmant. Firewalls, landing gear blocks, and hard points are attached with epoxy.
(Continued next column)

Adhesives: *(Continued)*

Silicon caulk or RTV: This is an excellent adhesive which does not harden. This provides considerable shock absorption. This material is particularly good for attaching parts inside fiberglass fuselages.

There must be ample gluing surface. Fiberglass flexes in a finished airplane during flight will cause brittle joints made with CA epoxy or other adhesives to fail. Many servo trays have broken loose during a hard landing. Certainly, you have noticed the vinegar-like smell of silicon adhesive when it cures. Do not use this adhesive around electrical components. Connect cells in a battery with hot melt adhesive.

Rubber cement: The next time you want to make little protective foam boxes for your receivers or batteries use rubber cement. It maintains its flexibility and will never let go once it is dry.

3M Spray Adhesive: Formula 77 is excellent for attaching paper rib and bulkhead patterns to balsa or plywood during scratch building. If you want to remove the pattern from the wood after cutting, allow the adhesive to dry on the paper for more than a minute before applying. The paper will not stick quite so tightly and the adhesive will not transfer to the wood. 3M can also be used to hold 6oz. fiberglass in position on the wing center while epoxy or polyester resin is applied. It is great to hold plans flat on building board.

A Blast From The Past:



Dean Copeland's Byron's Hellcat on a low strafing mission
Giant Scale IMAA - Mead field August 18, 2002

**HAPPY
NEW YEAR!**

Old-Timers at Mead



Loren Blinde

Ed Splittgerber

Bob Burt

Get back to the origins of our hobby! There is nothing like a slow lazy day of flying an old timer. Bob Burt runs our old timer fun fly's and events at our Mead field. Events are held each month from May through October. Check our event schedule for details and dates. Want to know more about old timer building, flying, or events, contact Bob, or any of the great folks above.

Western R/C Flyers Inc. 2007 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 with check to WR/CF Treasurer:
Bob Zitzlsperger 12568 Brownley Circle Omaha, Nebraska 68164**

~ 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	<u>Tuesday, Jan 2nd</u> - Meeting - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154 th St. (Board Room, just inside right of main entrance)	July 2007	<u>Tuesday, Jul 3rd</u> - Meeting - 7pm, Springfield Flying Site bring a plane, open flying & Food <u>Saturday, July 14th</u> - Oldtimers FunFly - 9am, Mead field <u>Sunday, July 22nd</u> - Quickee Racing - Mead Flying Site - Check in @ 9:30am, Racing starts @ 10am
February 2007	<u>Tuesday, Feb 6th</u> - Meeting - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154 th St. (Board Room, just inside right of main entrance)	August 2007	<u>Tuesday, Aug 7th</u> - Meeting - 7pm, Springfield Flying Site - bring a plane, open flying & food <u>Saturday, August 11th</u> - Oldtimers FunFly - 9am, Mead Field <u>Saturday & Sunday, August 18th & 19th</u> – 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) <u>Sunday, Aug 26</u> - Quickee Racing - Mead Field - Check in @ 9:30am, Racing starts @ 10am
March 2007	<u>Tuesday, Mar 6th</u> - Meeting - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154 th St. (Board Room, just inside right of main entrance)	September 2007	<u>Tuesday, Sep 4th</u> - Meeting - 7pm, Springfield Flying Site - bring a plane, open flying & Food (Last Tuesday food will be served) <u>Saturday, September 8th</u> - Oldtimers FunFly - 9am, Mead Field <u>Saturday, September 15th</u> – Open Fun Fly and Outdoor Swap meet - Mead Field – Swap Meet set-up after 9:00am, Open Flying @ 10am – 3pm <u>Sunday, Sep 16th</u> - Quickee Racing - Mead Field - Check in @ 9:30am, Racing starts @ 10am
April 2007	<u>Tuesday, Apr 3rd</u> - Meeting - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154 th St. (Board Room, just inside right of main entrance) <u>Friday, April 20th</u> - WRCF Auction Set-Up - 7pm, BJSa Building - Bellevue <u>Saturday, April 21st</u> - 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)	October 2007	<u>Tuesday, Oct 2nd</u> - Meeting - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154 th St. (Board Room, just inside right of main entrance) <u>Saturday, October 13th</u> - Oldtimers Fun Fly - 9am, Mead Field
May 2007	<u>Tuesday, May 1st</u> - Meeting - 7pm, Springfield Flying Site, bring a plane, open flying & food <u>Saturday, May 12th</u> - Oldtimers FunFly Spring Round-up - Mead Field 9am <u>Saturday, May 19th</u> – 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 <u>Sunday, May 20th</u> - Quickee Racing - Mead Field - Check in @ 9:30am, Racing starts @10am	November 2007	<u>Tuesday, Nov 6th</u> - Meeting - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154 th St. (CAP meeting room, basement, far left of entrance) - Nominations taken for 2008 Officers
June 2007	<u>Saturday, Jun 2nd</u> – Spring IMAA Fun Fly - 10am Mead Field (Limited to Giant scale IMAA aircraft, \$5.00 landing fee, Open Flying) <u>Tuesday, Jun 5th</u> - Meeting - 7pm, Springfield Flying Site, bring a plane, open flying & food <u>Saturday, June 9th</u> - Oldtimers Fun Fly - 9am, Mead field <u>Sunday June, 10th</u> - Quickee Racing - Mead Field - Check in @ 9:30am, Racing starts @ 10am	December 2007	<u>Tuesday, Dec 4th</u> - Meeting - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154 th St. (Board Room, just inside right of main entrance) - 2008 Officer elections

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