



**OMAHA NEBRASKA  
AMA 857 - IMAA 284**

## **TAILSPIN NEWSLETTER**

**February 2007 Issue**

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## **A Word From The President:**

Well, its time to start planning for our Auction this spring.

We will need all the members helping so we all can take breaks and enjoy the festivities.

Teams will be formed and Team Captains will coordinate efforts in their areas.

Some members of the club will be presenting to a school club organization in February. And they have asked for more presentations if we could. Next month we should have a report on this activity.

I hope everyone is ready for next year with all those project ready and finished?????

*Thanks*

*~ Rick Miller*

*Visit our website  
[www.WeFlyRC.org](http://www.WeFlyRC.org)*

***2007 dues are due!***

*Must be paid by February 1<sup>st</sup>, 2007*

*Thank You!*

## **Next Meeting:**

**7:00pm Tuesday, February 6th, 2007**

**Location: NRC, Natural Resources Center**

**Chalco Hills Recreation Area**

**Board Room, just inside right of main entrance**

**8901 S. 154<sup>th</sup> St.**

**Just south of 154<sup>th</sup> & Giles Road**

## **Vice-President's Corner:**

Another month of winter has passed which means we all have a good start or are nearing completion of the winter project. Right? If you are like me, there have been too many distractions and the answer is no. Seems I have discovered indoor electric airplanes to hold me over this winter. I purchased and built a GWS Tiger Moth with a 31" wingspan that putts around at near walking speed. Very relaxing and enjoyable. That led me to acquire a 1909 Demoiselle made by Sig. That is slower yet, and we race them every Wednesday at the Southwest Sports Center. So, my excuses are the electrics and finishing up the Prime Cut that I have recovered after purchasing from Joe at last Fall's auction. But at least I am modeling! The BalsaUSA Sopwith Pup? I will get to it next week

On the subject of WWI vintage aircraft, the "Western Front" has made it to eastern Nebraska. Not the snow event pushing in from Colorado, but an active interest group that is focused on Sopwiths, Nieuports, Spads, Fokkers, Morane Saulniers, and the like. Several of us are members of the Western Flyers, while many others are from area clubs. We do not wish to be affiliated with a specific club necessarily, nor will we have dues. Just go out on our "dawn patrols" and shoot up the sky. If you are at all interested, contact me. Size of airplane does not matter. On May 19/20 there will be a gathering of the WWI vintage airplanes, and all other scale aircraft at the host Cobra Field. There will be no landing fee. Established "Dawn Patrol" groups are traveling from Indiana, Illinois, and Arkansas to attend with their biplanes and tri-planes. It will be very entertaining at the least.

*(Continued on page 2)*

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

Please note that the dates were selected to accommodate the out-of-state groups. Being a specialized event, it shouldn't distract from our club's fun fly on May 19<sup>th</sup>. Do consider joining us on the 20<sup>th</sup>.

The auction is fast approaching, and we must be prepared for it. For this to be as successful as past auctions will require your help as a club member. Please consider volunteering some of your time for the April 21<sup>st</sup> event. There is much that you can do, whether it be sequencing the auction items or selling raffle tickets. Keep in mind that the profit generated from the auction and raffle will benefit you as a club member. It keeps dues low while being able to maintain and improve two of the best flying fields in the metro area.

The auction raffle is for a state-of-the-art radio system. The Spektrum DX7 radio. It will generate ticket sales that will again keep the club's coffer in the black.

If some of you are interested in seeing the flying pictures I took during 2006, I created a slideshow and posted it on Google Video. Direct internet access is:

<http://video.google.com/videoplay?docid=-3543004632990091808&hl=en>

and it runs a little over 8 minutes with 250 photos. You might see yourself and your airplane. Otherwise, the Blues background music ain't half bad. I have many other flying videos posted on Google as well.

In another month I hope to report that progress has been made on the Sopwith Pup. Hopefully you all will find that to be true with your winter projects. And the indoor electrics will still have been a lot of fun.

**Happy Flying!**

*~ Nelson Carpenter*

## January Meeting News:

Well, we started discussing the auction in April. Never too soon. The meeting attendees talked about several auction issues. The motion was made, and passed, to continue our mass mailing effort as we have done the last few years. We will mail a printed auction flier to approximately 400-500 fellow area modelers. *(Continued next column)*

### Upcoming Area Events

#### Lincoln Sky Knight R/C Auction

Registration begins 8am, Auction Starts at 10am  
11120 N 141<sup>st</sup> street  
Waverly, Nebraska

Info: [rakert@neb.rr.com](mailto:rakert@neb.rr.com)

## January Meeting News: *(Continued)*

We will be printing out these fliers and address labels this month and will be folding, stamping, placing address labels, and such at our March meeting. Please plan on attending to give us a hand with these. They will be mailed the first or second week of March.

We also discussed the radio raffle, it was determined that we will purchase a new 7 channel Spektrum DX-7Radio System. If you don't know about this system, there is no need for a reserved frequency channel as it selects it's own. State of the art 20 model memory. Wow, What a radio system!

### The following information taken from the internet:

*The first full-range 2.4GHz system for all types of aircraft, Spektrum's DX7 2.4GHz 7-channel programmable system featuring DSM2. 20-Model memory Airplane and Heli software, Switch assignment, P-mixes, Includes 4 powerful DS821 digital servos with high-tech resin gears, 3-axis dual rate & expo, 3-position flap (Airplane), 5-point throttle curve (Heli), 3 flight modes plus hold (Heli), Gyro programming (Heli), CCPM, 2-servo 90°, 3-servo 90°, & 3-servo 120°*

**This radio system retails for \$349.00.**



### Spektrum DX-7Radio System

A motion was made, and passed, to purchase this radio system for the auction raffle. We are trying to purchase it at near dealer cost.

**The radio raffle will remain at \$1.00 per ticket,  
or 6 tickets for \$5.**

**One radio raffle ticket free with paid admission.**

The club website was updated with the new auction flyer information, and an event notice was placed on [www.RCUniverse.com](http://www.RCUniverse.com) to advertise our auction again this year.

Bob Burt brought his new *Extreme Micro Copter* for show & tell, and put on a demonstration for us! Thanks Bob!

*(Photo on page 3)*

**Thanks!**

*~ Joe Halamek*

**Get a friend to join us this year!**

## Windy Weather Planes:

By Clay Ramskill

All too often, on an otherwise nice, but windy day, folks just don't fly. Obviously, for a beginner, that's just common sense - but for someone who has some experience, the wind should just be another challenge to add some spice to their flying.

While its easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of plane you're flying also can have a great effect on your ability to handle winds. Let's go through a bunch of airplane design features and see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

**Size:** In general, the larger the plane, everything else being equal, the better it will handle winds of all kinds; they just don't "flop around" as much!

**Dihedral:** The more dihedral in a planes wing, the more it is going to be affected by crosswind gusts; it is hard to keep the wings reasonably level, and therefore lineup to the runway is difficult in a crosswind situation.

**Wing Loading:** The higher the wing loading, the less a plane will be affected when hit with a gust.

**Aspect Ratio:** Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the plane, and the lower aspect ratio wing has a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Pretty obvious - having the power to overcome the forces provided by the wind is a must. The same goes when you get into a sticky situation.

**Lateral Control:** Ailerons are very beneficial in a crosswind, in landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the plane parallel to the runway heading while keeping wings level with aileron while landing.

**Landing Gear:** tri gear planes are easier to land and take off in a crosswind than tail-draggers. And the wider the spread on the main gear, the better.

**Maneuverability:** This ones a bit harder to quantify. You want a plane with stability, yet you do need good maneuverability to cope with gusts. So you want a plane that is stable, yet responsive.

*(Continued next column)*

## Windy Weather Planes: (Continued)

**Wing Mounting:** Generally, a low wing plane will handle crosswinds better. This is because the CG of the plane is nearer, in a vertical sense, to the aerodynamic center of the wing. So the low wing plane is not as easily rolled by a side gust. And by mounting the main landing gear on that low wing, we can spread them out wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in a lot of popular trainers, the main exception being the requirement for tricycle landing gear. But even with trainers, there are differences; compare a Seniorita with the Cadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Cadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better plane flying in windy conditions.

Going a step further with the same kit manufacturer, their Cougar(.40)/Cobra(.60 size) kits embody ALL the right characteristics for windy flying.

And in closing, I offer Confucius' only known saying about R/C flying - "To learn to fly in wind, one must fly in wind!" ...Clay

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## January Meeting Show & Tell:



Bob Burt flying his *Extreme Micro Copter* at the January Meeting.

*It's tiny!*

**Do you have an item, or items for sale or trade? Looking for a specific item? Let us know, email your list by the 15<sup>th</sup> of the month & we will publish it in the next Tailspin!**

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**Don't miss your next Tailspin issue! Send your 2007 dues in now!**  
***Membership Dues are due February 1<sup>st</sup>, 2007***

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***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 Zitzlperger 12568 Brownley Circle Omaha, Nebraska 68164**

## ~ 2007 Western R/C Flyers Event Schedule ~

**2007 Tuesday Night Fun-Flys, Springfield, Every Tuesday night May 1<sup>st</sup> through September 4th! 2007**

(Weather Permitting)

**Food – Fun – Flying – Friends!**

<b>January 2007</b>	<p><b><u>Tuesday, Jan 2nd</u> - Meeting</b> - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St. (Board Room, just inside right of main entrance)</p>	<b>July 2007</b>	<p><b><u>Tuesday, Jul 3rd</u> - Meeting</b> - 7pm, Springfield Flying Site bring a plane, open flying &amp; Food <b><u>Saturday, July 14th</u> - Oldtimers FunFly</b> - 9am, Mead field <b><u>Sunday, July 22nd</u> - Quickee Racing</b> - Mead Flying Site - Check in @ 9:30am, Racing starts @ 10am</p>
<b>February 2007</b>	<p><b><u>Tuesday, Feb 6th</u> - Meeting</b> - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St. (Board Room, just inside right of main entrance)</p>	<b>August 2007</b>	<p><b><u>Tuesday, Aug 7th</u> - Meeting</b> - 7pm, Springfield Flying Site - bring a plane, open flying &amp; food <b><u>Saturday, August 11th</u> - Oldtimers FunFly</b> - 9am, Mead Field <b><u>Saturday &amp; Sunday, August 18th &amp; 19th</u> – 18<sup>th</sup> Annual Bud Hall Memorial IMAA FunFly</b> - 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 &amp; up monoplanes, 60 inch up biplanes) <b><u>Sunday, Aug 26</u> - Quickee Racing</b> - Mead Field - Check in @ 9:30am, Racing starts @ 10am</p>
<b>March 2007</b>	<p><b><u>Tuesday, Mar 6th</u> - Meeting</b> - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St. (Board Room, just inside right of main entrance)</p>	<b>September 2007</b>	<p><b><u>Tuesday, Sep 4th</u> - Meeting</b> - 7pm, Springfield Flying Site - bring a plane, open flying &amp; Food (Last Tuesday food will be served) <b><u>Saturday, September 8th</u> - Oldtimers FunFly</b> - 9am, Mead Field <b><u>Saturday, September 15th</u> – Open Fun Fly and Outdoor Swap meet</b> - Mead Field – Swap Meet set-up after 9:00am, Open Flying @ 10am – 3pm <b><u>Sunday, Sep 16th</u> - Quickee Racing</b> - Mead Field - Check in @ 9:30am, Racing starts @ 10am</p>
<b>April 2007</b>	<p><b><u>Tuesday, Apr 3rd</u> - Meeting</b> - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St. (Board Room, just inside right of main entrance) <b><u>Friday, April 20<sup>th</sup></u> - WRCF Auction Set-Up</b> - 7pm, BJS Building - Bellevue <b><u>Saturday, April 21st</u> - Annual R/C Auction</b> - BJS Building - Bellevue - Sign in at 8am Auction Starts at 10am (Members should be there no later than 7:45am Auction day)</p>	<b>October 2007</b>	<p><b><u>Tuesday, Oct 2nd</u> - Meeting</b> - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St. (Board Room, just inside right of main entrance) <b><u>Saturday, October 13th</u> - Oldtimers Fun Fly</b> - 9am, Mead Field</p>
<b>May 2007</b>	<p><b><u>Tuesday, May 1st</u> - Meeting</b> - 7pm, Springfield Flying Site, bring a plane, open flying &amp; food <b><u>Saturday, May 12th</u> - Oldtimers FunFly Spring Round-up</b> - Mead Field 9am <b><u>Saturday, May 19th</u> – Spring Fun Fly</b> <b>Registration 9:00am Events start at 10:00am</b> - Mead field. 3 Events - Awards! Members free, non members \$5, Open flying between events <b><u>Sunday, May 20th</u> - Quickee Racing</b> - Mead Field - Check in @ 9:30am, Racing starts @ 10am</p>	<b>November 2007</b>	<p><b><u>Tuesday, Nov 6th</u> - Meeting</b> - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St. (CAP meeting room, basement, far left of entrance) - Nominations taken for 2008 Officers</p>
<b>June 2007</b>	<p><b><u>Saturday, Jun 2nd</u> – Spring IMAA Fun Fly</b> - 10am Mead Field (Limited to Giant scale IMAA aircraft, \$5.00 landing fee, Open Flying) <b><u>Tuesday, Jun 5th</u> - Meeting</b> - 7pm, Springfield Flying Site, bring a plane, open flying &amp; food <b><u>Saturday, June 9th</u> - Oldtimers Fun Fly</b> - 9am, Mead field <b><u>Sunday June, 10th</u> - Quickee Racing</b> - Mead Field - Check in @ 9:30am, Racing starts @ 10am</p>	<b>December 2007</b>	<p><b><u>Tuesday, Dec 4th</u> - Meeting</b> - 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St. (Board Room, just inside right of main entrance) - 2008 Officer elections</p>

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