



Westside RC Newsletter September 2022

Flying Field Location :420 W Wagner Rd, Yukon, OK
73099 Membership Meetings on the second Monday or
each month at the flying field in the warm months as
announced in the cold months

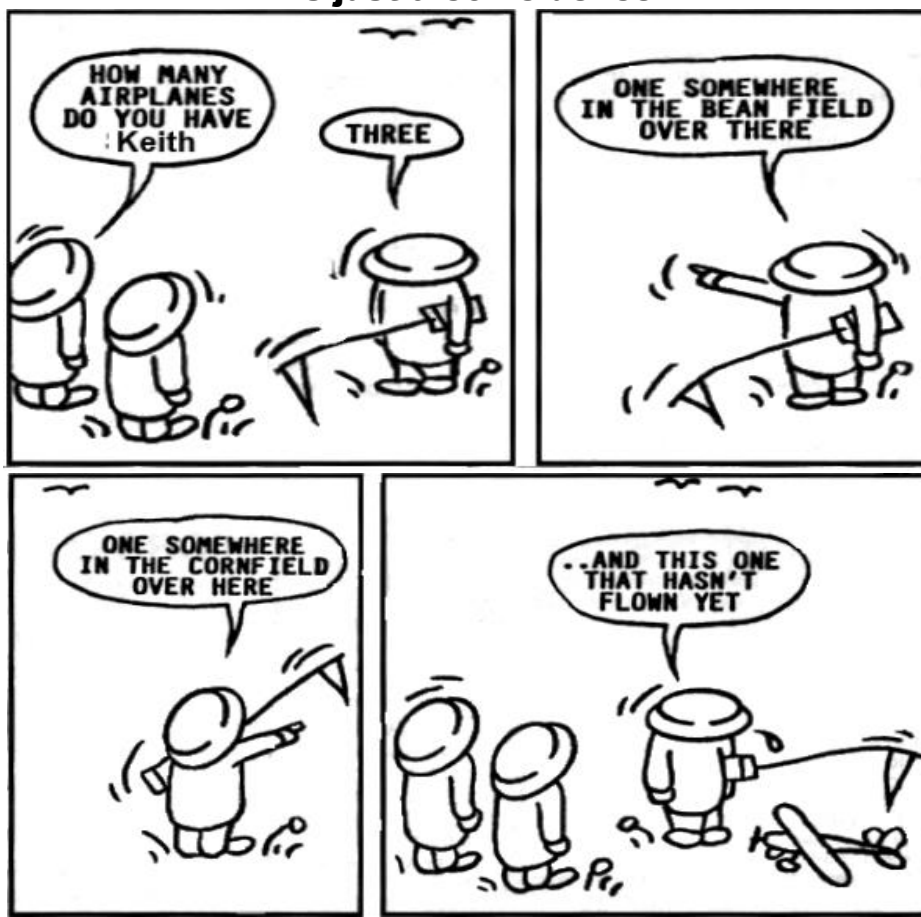


**UK Engine Team for the 8 engine B-52 photo
on the August NL
I'm guessing about \$25K on the Table**

President: Keith Gorrell Keith.r.gorrell@gmail.com
Vice President: Clayton Crabtree clayton.crabtree12@gmail.com
Treasurer: James Thomas jthomas3@gmail.com
Field Marshal: Kip Rackley l84golf@cox.net
Safety Officer: Tyler Young quailplazabarbershop@yahoo.com
Club Newsletter Editor: Jim Kale jimkale@pldi.net

RC Humor

Disclaimer: Any Name Similarity to any club member
is just a coincidence



Reminder

**The October
Meeting
Will be at
Resurrection
Lutheran Church
675 Vandament Ave
Yukon
7:00 PM**

President's Notes

Keith Gorrell

Well, the September meeting was the last one at the field for the year. With the sun setting earlier we don't have time to get a meeting in and any flying before it gets dark. When I sent the meeting reminder out, I said to bring a plane because the weather was forecast to be nice. In a big surprise, the weathermen were correct for once and the weather was great. We had seven members get in multiple flights before the sun set.

Member Dick Russ brought out his latest design he calls the Cobra E-Spirit. It is a low wing electric sport plane and Dick was nice enough to let me get some stick time. It is a great flying airplane. Dick has written an article about which is later in the newsletter. Thanks Dick for letting me fly your plane and for submitting the article.

As I wrote last month, AMA has announced dues are increasing next year. Dues are going up to \$85.00 for Adult and \$75 for Senior. They are again offering a multiyear discount for dues paid in advanced. More information can be found on the AMA website.

It is almost here, our Scale Aviation Day. Bring out your scale/semi-scale models of civilian or military aircraft and spend the day flying. The only scale requirement is that it must be a model of an actual aircraft. All field rules are in effect for the event, i.e. no engines larger than 55cc permitted. Flyers are on the forum and the club Facebook page. So get your planes ready and come support the club on the 24th.

That's it for this month. The October meeting will be at the Resurrection Lutheran Church 675 Vandament Ave. Yukon. I will send out a reminder before the next meeting.

Hope to see you at the field on the 24th and the next meeting.

From the Vice President

Clayton Crabtree

Only three events coming up. Copies of the flyers can be found at the end of the newsletter.

Our S.A.D. event is on Sept 24th. Make plans on coming out and help support your club.

Lindsay Oklahoma Super Fly Oct 6th – 9th. Lindsay, OK airport.

The Texas Unlimited Fun Flyers are having an Extreme 3D Fun Fly on September 17th. The event is in Tyler TX.

From the Treasurer

James Thomas

Westside has added one returning member in the past month, bringing our total membership up to 47 for this year.

As always, if any of your contact information has changed, please reach out via email at westsidercyukon@gmail.com and let me know your new details so that we can keep our club records up-to-date.

Thanks! James

From the Field Marshal

Kip Rackley

No report from the Field Marshal at the meeting.

From the Newsletter Editor

Jim Kale

We have our first Items for sale this month Keep reading

From the Safety Officer

Tyler Young

This month I talked about not flying over the pits. I want to go over this again for our new guys and anyone who didn't understand what I was talking about. All flying needs to take place and be limited to the center line of the runway and east of the runway. There is no reason for any flights to take place over the parking area or pits. I'm adding a picture to better explain where we should be flying.

A few other things that have been brought to my attention are making sure we are flying from behind the pilot stations not standing on the taxi way. This helps to ensure other pilots know where you are and prevent injury.

Also, with these electric planes a lot of us are flying it is VERY IMPORTANT that a timer is always in use. They do not store enough power to dead stick in Oklahoma winds .

These Rules are in place to prevent injury and damage to other members or guest property. Please make sure that you are following the rules and understand why they are in place. As always . . . Be Safe



NL Editor. . . . Laugh or Cry Safety Comment From AMA Safety Files

Cold Thought: A modeler put his transmitter down on the dock beside his feet then placed a running float-airplane into a lake. The modeler then proceeded to inadvertently knock the Transmitter into the lake. It happened one day in early spring. The model idled out onto the lake. The modeler decided to wade out to get the model in 45° 4 ft. deep water. By the time he had retrieved the model and transmitter, he realized he was having a very difficult time being able to walk. Fortunately, he managed to get into his car and drive to the hospital emergency room (Did I mention he was flying alone) and get treated for exposure: he made a complete recovery a few days later. The doctor told him he could have passed out and died from drowning while trying to retrieve the model or he could have passed out and crashed his car while driving, . . . Moral: use common sense, have a boat, and a net handy, and fly with a friend.

For Sale by Members

Please list

your Name to be used when contacted by a potential buyer

a brief description of the item for sale

the sale price

your contact information – email and phone

a photo if you have one in .pdf or MS PP format

You must remind me to relist each month

Send this direct to the newsletter editor email: jimkale@pldi.net

The subject of your email: WESTSIDE RC NL FOR SALE

As a Senior Citizen, I will do my best, however, I will likely not remember your name on the email. When it is published depends on when I find the email, when I compos the NL, and when I submit the NL to the President. He is the final NL approval authority and he forwards it to the membership.

Seller: Phillip Owens (poowensiii@hotmail.com)

For Sale: Desert Aircraft DA-100L Engine

Description: Hardly used twin 100cc with ignition and all the mounting hardware.

Sale Price: \$600

For Sale: DLE-20 Engine

Description: Strong little motor with ignition.

Sale Price: \$75

For Sale: DX9 Black Edition Transmitter (mode 2)

Description: I've already purchased a new transmitter so this one is priced to sell fast. Originally purchased from Horizon Hobby on 11/19/2019.

Sale Price: \$200

For Sale: Spectrum DX6i Transmitter (mode 2)

Description: Good starter radio.

Sale Price: \$25

Photos Next Page

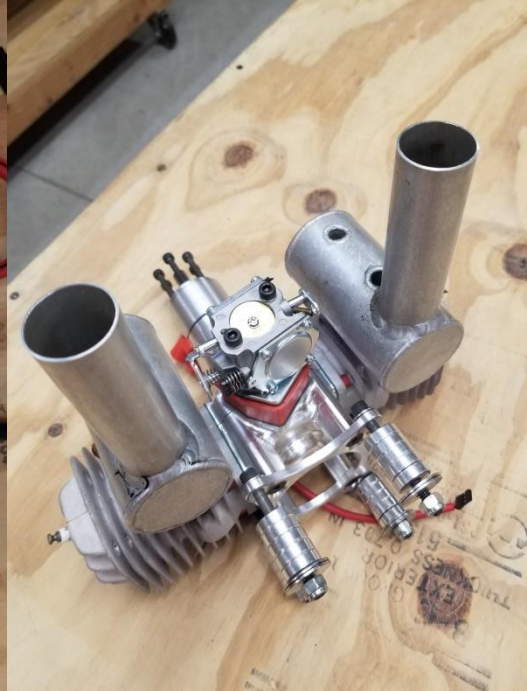
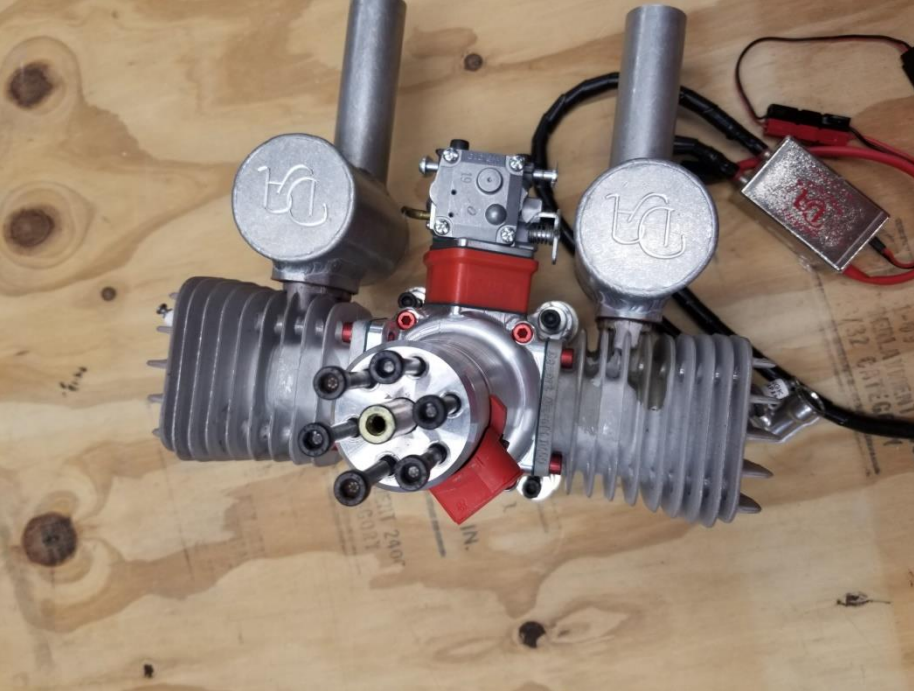


Photo Not Available for the DLE-20

Hello my friends. Recently I missed the Saturday fun fly. I had hoped to attend for the first flight my newest model airplane which I have just finished. First flights are always exciting not only for the builder but also for others to watch. My new plane is a first for me as a model airplane designer. I have designed several in the past, but they have always been powered by a glow engine. Keith ask me if I would write a story for our newsletter which I agreed.

The new plane is a pattern/sport plane I call the "Cobra E-Spirit". I have stayed away from electric power mainly because I enjoyed flying with the glow engines and knew very little about electric powered models.

Back in September a close friend of mine (Otto Diefenbach) flew out to see me. Otto is an engineer and fantastic R/C Modeler

I met Otto when I was on the NASA Space Shuttle program at Edwards Airforce Base in California. We were having lunch and talking models when he asks me how many models I sold when I had Allied Hobbies Manufacturing back in the early 70's.

I responded that I really don't remember except I do remember that we sold over 200 of the 1/2A Streaker racers. Otto responded that since it was such a great little airplane, I should bring it out again which is another story. I didn't think I was interested in doing that. After Otto left, I thought about it more seriously and last January, I decided it might be fun and something to do to produce the kit again which I am now doing. For those interested, I just shipped the 80th kit.

I sent Otto the very first Streaker kit and instead of powering it with a COX .049 which I designed it for, he went electric and said it flew wonderful and I needed to offer the Streaker as an electric model. So, to make long story even longer I did add an electric version to the kit.

Building one to test. It turned out great and fun and I really enjoy flying the electric Streaker. I now I see why others have gone electric which brings me to the reason for writing you this story.

Designing a new bigger electric model would be fun. As an aeronautical engineer I know a lot about designing a plane whether it is full size or a model, but I know very little about the new electrically powered models. In visiting with Otto, he suggested I contact Lucien Miller of Innov8tion Designs who is an expert on electric powered models. I gave Lucien a call, introduced myself and explained that I know little about what is needed for a large 60 size pattern plane. Lucien is graduate electrical engineer and knows basically everything there is to know about electric power systems. He asks what size of plane I was designing and I said I was planning on a 58 to 60 wing span with a chord of around 10 inches and would like to have a flying weight of around 5 pounds with a wing loading of around 19-20 ounces. Lucien recommended the following: for the motor he said I should go with their 980kv Model C-3520/10 motor. The speed controller should be at their C-60A-AEC 60amp 2-6 cell SBEC and the recommended battery would be the BadAss 45C Li-Po 4000mah 4 cell with the XT90 Anti-Spark Connector. Now appreciate none of this meant a thing to me at this time but I would trust his experience and order what he suggested. In the meantime, I worked on the drawing and should have it finished by the time the parts arrived. Now this is where I was having a problem. My design for placement of the firewall and the length of the nose of the plane versus the size of the motor was nowhere close to each other.

In contacting Lucien again, I told him of my problem, and he said, “not a Problem”. They make several motor mounts and he had exactly what I needed which turned out to be part number 3D-mount-35x55. I thanked him and ordered the mount which was only \$6.99.

Now this is where I ran into another problem. The fuselage I designed needed balsa for the sides 3 ½ X 43 inches long. Our local hobby shop doesn't carry 48-inch balsa and my balsa supplier for my kits didn't have any 48-inch balsa currently. Checking on the internet I found a couple of sources, but their prices were out of sight. Fortunately, I found what I needed in Colorado at a fair price. So, upon arrival of the balsa I was back in business. So, while waiting for the balsa to arrive I made templates for all the parts. A good friend of mine has a CNC machine and he said if I would bring him the templates and wood, he would produce all my bulkheads which he did. Now being retired has its rewards. I have plenty of time to build the model.

As you probably figured out, the fuselage is all balsa and plywood (firewall and fwd. bulkhead) and the wing as a built-up balsa plan form with 24- 3/32 ribs. I did quite a bit of research and study in the selection of the airfoil. I wanted the plane to have a high lift coefficient with a low stall speed. The airfoil I finally selected was the NACA-2415. By everything I could determine from the different airfoils, this would be the best for what I wanted.

Now as you read this, the plane is finished and ready for the first flight. As finished it turned out to weigh 4.9 pounds with a wing loading of 19.1 ounces. I'm sure I will have flown the plane by the time you read this, and you may have even had a chance to see it as well as see it fly. I hope you enjoyed the story.

I would like to add a personal note. I have been very negative about going electric. But after trying this route, it has been a pleasure to not have to have fuel, a fuel pump, a starter and battery, glow driver and a plane covered in oil after each flight. I now can appreciate why many have gone electric.





Scale Aviation Day

September 24th

Bring your scale civilian or military aircraft and spend the day flying with us.

Park flyers to Giant Scale

Gas engine size limited to 55CC

650'X150' Grass Runway

Lunch Provided for Pilots

No Landing Fee - Donations Appreciated

Hollman Field 420 W. Wagner Rd. Yukon, OK

**For information contact Keith Gorrell at keith.r.gorrell@gmail.com
or Clayton Crabtree at clayton.crabtree12@gmail.com**

www.westside-rc.org

2022 EAST TEXAS *EXTREME FLIGHT* 3D Fun Fly

Join the Texas Unlimited Fun Flyers (TUFF) for a day of open flying, demonstrations from top pilots, tech info from factory reps, pilot lunch, a pilot raffle with great prizes and more!

Scheduled to appear:



Jase "The Ace" Dussia
Champion Pilot
President, JTA Innovations



Tim Hanstine
Factory Demo Pilot
President, NWRC

Raffle Sponsors:

EXTREME FLIGHT ✖



NORTHWEST RC

JR PROPO



September 17, 2022

Northside RC Airpark, 2301 WNW Loop 323, Tyler TX
Proceeds from the event will help fund improvements to the Northside RC Airpark field. Thank you for your support!
\$25 Landing fee.

A limited number of camping spots are available.
To reserve email: Halsmith56@sbcglobal.net
For additional info contact: Harold Smith 903-705-2492



Lindsay Municipal Airport, 312 S
Main St, Lindsay, OK

Thu Oct 6 2022 at 08:00 am to
Oct 9 2022 5:00 pm