



OMAHA NEBRASKA
AMA 857 - IMAA 284

TAILSPIN NEWSLETTER

April 2014 Issue

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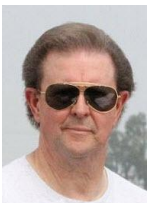
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A Word from the President



April is upon us and May is just around the corner. We have been asked to display our airplanes at the *Air and Space Museum* again this year. The display date is May 31, which is somewhat later than usual. This will be brought up at the next meeting as we need to get back to the museum with the number of displays etc.

Richard Jonas, Dean Copeland, and myself got out to the field on Thursday March 13th, and we were able to get grass seed down. See Dean Copeland's separate report for the details.

Rick Haneline has inspected the person door on the storage shed and recommends that door and door frame should be replaced.

The *Top Flite Stinson* is coming along nicely and I hope it will be ready to fly this season.

Let's build and fly!

~ Jim Henley



March Meeting of Club

Next Meeting:

7:00PM **Wednesday April 2, 2014**

Natural Resources Center, Chalco Hills
Recreation Area, 8901 S. 154th St.



Vice-President's Corner



We all owe the field committee a big thanks for doing their best with getting our flying field in good shape for this year! A full report is presented in the newsletter.

It also appears that membership is going well as far as adding new members and everyone renewing. Don't be afraid to recruit flyers to join *Western Flyers*. That can benefit us all as well as them.

A special "thank you" goes to Tim Peters' wife who has been keeping us in delicious brownies at our monthly meetings over the winter months. Word must have gotten out, because we had the most members at our last meeting than we've had in some while. So that's the answer?

Get ready for some flying this spring at the field!

Thanks!

~ Rick Miller

April 2014 Treasurer's Notes



As of the end of March we now have 30 paid up members. With all the events that are planned for the 2014 season, it would be a good time to make sure that you are a 2014 member so that you will be able to enjoy them as well.

Also by being a 2014 paid up member you have the opportunity help with putting on these events as well. Just think of all the accolades you will receive for being one of those members that have enough interest in the club to make it one of the best.

As you all know there would not be a club if it weren't for the members. So get a running start and jump in with the rest of guys that enjoy RC in a club like no other. "OH" and the dues are only \$35.00 per year and includes a membership card mailed direct to your door (*what else could you want????*)

Your Treasurer, ~ Dean Copeland

Featured Reports in this Issue:

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March 2014 Meeting Notes



Western Flyers meeting minutes, March 4, 2014 7 PM.

(12) Members present

Called to order by **Jim Henley** 7:10 PM

Jim mentioned that the club minutes are published in the WRCF *Tailspin* newsletter; he asked if there were any concerns or comments regarding the content. It was

moved/seconded/passed to approve the February 2014 minutes as printed.

Treasurer's report was presented by **Dean Copeland**. WRCF has 28 members as of the end of February. It was moved/seconded/passed to approve the Treasurer's report.

Old Business:

Reseeding the Mead flying field: **Rick Miller** reported a source for general heavy-duty grass seed at \$2.69 per pound. **Dean Copeland** said he would contact **Dustin Anderson** about seed; Dustin is familiar with WRCF's field needs having coordinated seeding efforts for another R/C club. Discussion about aeration; it was mentioned that a spike aerator could be purchased for \$70. **Leroy Konecky** will check with vendors in the Mead area (*Todd Valley Seeds, John Deere*) to see whether they have a spike aerator that we could borrow. **Jim Henley** mentioned that due to time constraints that everyone should "stay in touch" so that action can be taken quickly to get the runway aerated and seeded. It was re-iterated that the focus will be the runway, especially the south end. **Leroy** mentioned that UNL could assist with making water available for irrigation if desired.

Replacing the door for the shed: Discussion regarding the size of the door; **Rick Haneline** will measure it. **Jim Henley** will look into prices for replacing the door with a metal one. Other options were discussed; it may be more cost-effective to repair the existing door rather than replacing it. **Nelson Carpenter** reminded the group that ongoing maintenance on a metal door would be minimal, making it an attractive option.

New Business:

Jim Henley mentioned that the sanction paperwork has been sent to the event coordinators for the *Bud Hall*, the scale meet, and the *AMA District IX* fun fly. He is waiting for replies.

Dean Howard asked about whether the equipment shed contents were insured, possibly through UNL. **Rick Miller** indicated that UNL views WRCF as a 'vendor'; the shed contents are not covered with their insurance. **Nelson** to look into costs of insuring the mowers.

It was mentioned that local flyer **Judd Bock** has joined WRCF. Judd has attended a number of the recent WRCF events. Welcome, Judd!

It was asked whether WRCF will look into fund raising this year. **Jim Henley** suggested that we may want to do a 50/50 cash raffle at one of the major flying events.

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March 2014 Meeting Notes Cont...

At 7:40 PM it was moved/seconded passed that the meeting adjourn.

Show-and-Tell:

Delivering on a promise he made to the club last month, **Jere Farrazzo** brought his recently completed *Carl Goldberg "Tiger 2"* airplane. This 40-sized (nitro) model was Jere's first building project. All agreed he did a great job; we are looking forward to seeing it fly.

Rick Haneline showed his *E-Flite Quadcopter*. He talked about the different flight modes; it has a stability mode with GPS hold, agility mode, and a 'safe' mode that maintains its distance from the pilot. There was some discussion about local experiences with quadcopters; It was mentioned by **Dean Copeland** that he had seen a 'lost' quadcopter actually do a 'return to home' maneuver after the pilot turned off the transmitter.

Nelson Carpenter displayed his new "Flight Pad" transmitter tray purchased from *jerrycozart.com*. Held in place with a neck strap, the tray keeps the transmitter stable while flying. It is customized to fit specific transmitters; there are clips that lock the transmitter in place.

Jim Henley showed his "Valley View" 40cc twin two-stroke gas motor. He plans to use it in his *Stinson*; see recent *WRCF Tailspin* issues for the construction threads on Jim's *Stinson*. The twin-cylinder engine is imported by *Valley View R/C*, being built according to their specs. Each engine has been run-tested by the vendor prior to shipment. Prop sizes are 19X10, 20X8, and 21X6.

Tim Peters showed his new *Futaba* transmitter case. It has padding to hold a single transmitter and keeps it safe during transport. Tim also put one of his computer-generated "owner labels" on the case. The labels are described in a previous *WRCF Tailspin* newsletter.

After Show-and-Tell, **Nelson** suggested that we go around the room and discuss our winter projects. Based on the discussions, the upcoming flying season promises some interesting and exciting aircraft!

That's it!

~ **Tim Peters**

REWARDS PROGRAM

Remember **Hobbytown'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 Hobbytown location.

Show n' Tell Items



Building Up-North Country

Report by Nelson Carpenter

In the express mail this past month from Minnesota was another updated report from Jim Drickey. He was able to send photos taken between mornings spent chopping wood for the fire. Most importantly, the *Junkers Ju 87 Stuka* is about done.

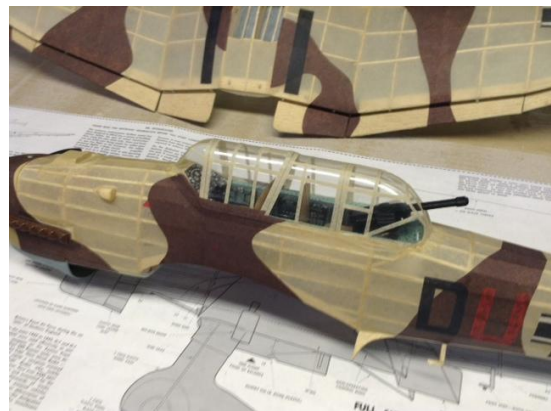


Jim says: "My current project, the *Guillow's* 33 in. stick and tissue *Stuka* is nearing completion. Canopy done, seats in, guns mounted, bomb trapeze next, she nears completion. It's a good thing because Rommel needs more air support for his Panzers Africa Corps.

All color and markings are done in tissue. It's 99% finished. All I need to do is install receiver and battery, then she's ready for action. Plan to test fly when hay at flying field is knee high. Where is **Dustin Anderson** when you need him (*my check out-test pilot*).

Giant scale hellcat is in... another kit for the pile. Starting little rubber power *Lysander*, 17". *Dumas* laser cut job. These are excellent kits, everything is high quality.

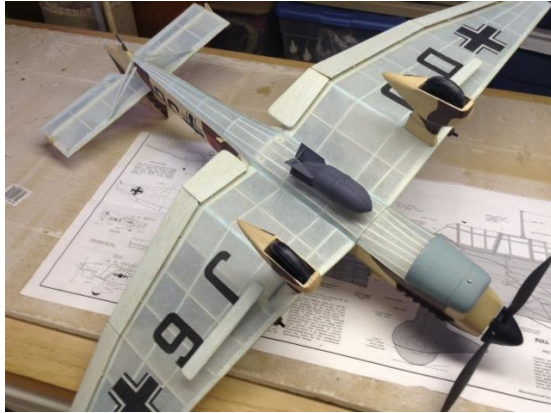
"Next project for me is a little 18 in. rubber power *Dumas* kit *Westland Lysander*. As I view *YouTube*, the small scale free flight stuff is calling to me. Well that's about it in my hideous airplane world for now..."



Cont Page 5....

Got Grass!

Report by Dean Copeland



On a beautiful day March 13th, approximately 40,000 sq ft of the *Western Flyers' Mead* runway was over seeded using a new \$35,000 to \$40,000 *John Deere* tractor with an 8 foot wide combination 3-point aerator/seeders.

The application crew was comprised of **Richard Jonas**, tractor operator; along with **Jim Henley** and **Dean Copeland** as seed handlers. The seeding operation took around 90 minutes with this equipment.



Once we figured out how to set up the seeder, it took us three adults longer to set up than it did to apply the seed. But we are modelers, not farmers.

Upon filling the seed hopper with the first 50 lb bag of seed, it was discovered that we did not have the seeder setup figured out yet, and proceeded to dump all 50 lbs on the ground. After further reading the manual and finding the additional levers that needed to be adjusted, we picked up the 50 lbs of seed on the ground and put it back in the hopper.

Seed was acquired from *Nebraska Turf Products* and per their recommendations, a *60/40 Blue/Rye* was applied at



around 4 lbs per 1,000 sq ft. This is a typical application for athletic fields where mowing is kept short. South end of the field was crisscrossed with a second application to help fill in the bare spots.

Now if the weather will cooperate and provide some of that much needed H₂O, we might have an even better place to fly, keep your fingers crossed. As to the total cost for this operation, a full report will be presented at the April club meeting.

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

Airplane for Sale



NOW \$500

Former club member **Jim Duke** has a mostly completed biplane he wants to sell. It is a *Balsa USA 1/3 Stearman*. It is all built and covered, ready to paint. Includes a Quadra 100 engine. ~~\$850.00~~ Call Jim for more details 402-334-9397



Specifications

Wing Span: 116 inches
Wing Area: 3617 sq. in.
Wing Loading: 25 1/2 - 32 oz./sq. ft.
Flying Weight: 40-50 lbs.

Fuselage Length: 92 inches
Height: 36 inches
Engine Size: 70-120 cc Gasoline
4.27 to 13 cu./in.
Cowl Diameter: 13 1/2 inches

RC NEWS FROM LAS VEGAS

By Bob Boumstein

"Donuts, Plugs, and Nitro"



I just got back from a trip to *Chicago*, a place ruled by "*Dunkin Donuts*" - they are on every corner! So two coffees and two muffins are \$8, ugh! The roads are awful, the food is expensive and the people are rude, nice try -- I hate the place.



Okay so what does this have to do with our hobby? Well as I sit here and look at an old card of *Veco* glow plugs 49 cents each, and to think that OS gets around \$8 each today, I wonder what the heck our hobby is thinking. For years clubs have strived to attract "*young people*" and as many of you know I think that is nice but a pointless effort.



Most new club members are guys in the 40+ range; they can afford the hobby. Unless clubs provide the means (*a trainer ready to fly*) or get a package together that newbie's can afford, the strain on membership shall continue. Not to mention the *AMA* at \$55 plus club dues and \$35 for a field permit, you're well over a \$100 before you fly!



However *Horizon* offer two possible trainers with the new *SAFEW* technology for about \$179 and \$299. This at least offers the beginner a reasonable chance at getting in and having some success, without breaking the bank.

"You brought what...????"



Electric is becoming the most feasible way to get into the hobby, as nitro costs continue to climb. I was told nitro fuel was \$30 a gallon in *Wyoming*, sad. In *Chicago* I stopped at a hobby shop and saw \$22 a gallon fuel, not terrible, but not great. Yes, I believe the new generation of gasoline engines offers a real solution, but the accessories are still high.



I have hopes that all facets of our hobby will continue to be healthy, but worry that the costs are getting out of control.

Enjoy the spring!

Bob Boumstein

ANTIC BIPLANE

By Loren Blinde



It must have been 3 or 4 years ago, I was looking for an interesting project and somehow decided that a *Proctor Antic* might be fun to build. For reasons still unclear, I decided the biplane version would be even more fun. Perhaps it was a moment of impaired judgment, the same one that has me sending money to ETV pledge drives while drinking, but I seem to have bought a balsa jig-saw puzzle.



You actually build the wing ribs before you build the wing(s). And then start staining, varnishing and performing other tasks more suited to furniture making. You are doing this with a set of instructions that follow the "insert tab A into slot B" methodology, while at the same time you are poring over multiple plan sheets that show intricate details never mentioned in the instructions. And just when you have figured out all these intricately built components, the fun has just begun; now you get to assemble them into something resembling an airplane with **very-functional** rigging wires and struts. Then you adorn the plane with a Higley 4-ounce spinner and a pound of lead to the nose.



Once you have all the rigging wires in place, the realization dawns that you either transport the entire assembled airplane in one piece, or assemble the airplane at the field with monofilament fishing line holding the

wings on (*one of the reasons I quit fishing*). A *Subaru Outback* dictates the later approach. Do you ever do that? Build a new plane on the bench, take it flying, and then come home and wonder okay now, where do you store it??



So on March 29, a decent day beckoned, and the first flight took place. One un-easy moment during building was to shim the leading edge of the stabilizer 3/8" up from the monoplane version. But that proved to be spot-on when the tail popped off the ground and the rudder took total control of the takeoff (*there is no tail wheel, only a skid*). Despite all the drama leading up to the flight, it was an almost disappointingly anti-climactic. I was fully prepared for an in-flight crisis of one form or another. No such luck. The Antic was in trim, totally predictable and a total joy to fly! Probably the same thing that Antic fliers have been experiencing for the last 50 years... so count me in.

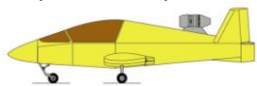
My dear friend **Rene** accompanied the experience and took some nice pictures. And pointed out that I really needed to invest in a pilot figure or two ...



JET BUILD FOR TOP GUN

Part II

By Dean Copeland



Progress on the jet build is continuing but with a change in plans. I have decided to delay the entry in *Top Gun* this year due to the full size one not being done in time for me to get the proof of color and markings documentation.

With four weeks left until I go to *Florida*, it would be a major rush and we all know what can happen when things are rushed, let alone the stress. Something I don't need at this age. This decision will also allow me to get the required *AMA* jet pilot certification as well as plenty of flying time and the all important details that make or break a scale entry.

They are making various changes to the full size plane. I have included some pictures of just one of the redesigns. I had built a scale nose gear based on the original information obtained on my first visit to the factory last October. My visit to the factory in February found that the nose gear had been completely redesigned and so I built a new one. The gear is fabricated from *DELTRIN*. A machinable plastic that is about half way between plastic and steel as far as strength is concerned.

I will have progress updates each month so keep tuned.



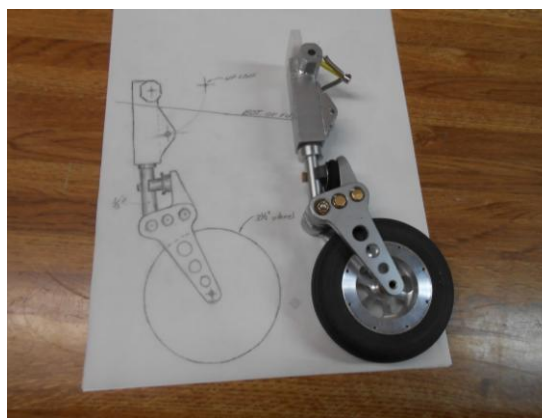
New gear parts



Old design gear vs. new gear



New gear compared to full size



My drawing and new gear.

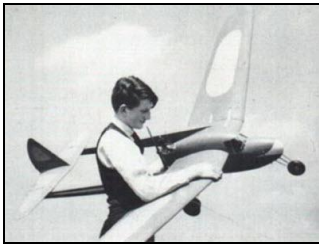


Finished gear



Shereshaw Redemption

By Jud Bock



Well guys, I assembled the “*Shereshaw XP-3*” for the final time to check the balance before I cover it. I doubt if it will be ready till late summer as when it warms up, I am out of the shop. It is just a little short of 130 inch wingspan and weighs almost 10 pounds. I am not happy about the weight, but it is a big plane. Hope it stays together in flight.

I am concerned about it not being strong enough and hope it doesn’t fall apart on the first flight. The wing loading is low, so I may be concerned for nothing. There were no instructions on this bird, and I had to build it using my own judgment and a ton of pictures from a building log on line.

That building log is the only reason I didn’t throw the whole thing in the trash. I have been on line with the builder, “*Frannie*”, and she is very helpful as were the photos. While it has been an interesting project, it has been frustrating as well and taxed all of my building skills. Here’s the site:

<http://www.rcgroups.com/forums/thumbgallery.php?t=1408697&do=threadgallery&type=img&group=none&starter=no>

Anyway, I have about a week and a half of building it, then I will start the covering process,,,,,my favorite part of the job....making them look pretty.

As I am covering my *Shereshaw*, I realize I have already made a mistake. I ordered clear colors early as they take so long to get from *China*. Like I have on the big *Playboy* before I realized that about 80% of the *Shereshaw* is sheeted, and should have been covered with solid *Monocote*. I am going ahead with the clear colors, as I have already bought 40 bucks worth of covering. The problem is that any mistake in the sheeting that you corrected, shows up. I think it will be okay from a distance, but still not happy about it. I am covering the fuse and booms with white and black solid, so there will only be the wings and tail that have the clear colors on them. That’s the way it goes. Live and learn.

Will be sometime this summer before I get it done I imagine. It was a hell of a job. I would never build one again. I don’t care for that much of a building challenge.





Big Jake Avoids Stick-Up

By Jud Bock

This is a note to all of my modeling friends who use CA, and if you are a modeler, you know what that is.

So, there I was, sitting at my work bench working on my new old-timer, when I noticed that my 2 ounce bottle of super thin CA was almost empty. I opened a new bottle and decided to put the few drops remaining in the old bottle in the new bottle. Yeah, I know, most of you would just have thrown the old one away, but being super frugal (*cheap*), I never throw anything away, especially a few drops of CA after going



through about 15 ounces of it on this new model. So, I took the cap off of the new bottle and sat it on the workbench edge and then took the cap off of the old bottle and waited patiently while the last few drops dripped slowly into the new bottle. I sat the new open bottle back on the edge of my workbench and reached over it to pick up the cap and when I reached for the bottle to put the cap on, I accidentally knocked it off the workbenchright into my lap. It was like slow motion as I watched the brand new 2 ounce bottle of thin CA drain out onto my pants, and suddenly as the intense heat began become apparent coming from my leg, and hollering "Oh my God", I leaped into action, and pulled my pants off as fast as I could, and in doing so, managed to get both hands into the wet CA, dropping the pants still on my cooking leg. I grabbed a rag and wiped as much of it off my hands as I could, then resumed my pants removal, finally getting the smoking pants off and on the floor.



Great Wide Open Place to Fly!

Finally, after using all the expletives I could remember and accessing the damage, I discovered I had burn on my leg about the size of about a quarter, and a ruined t-shirt, sweat shirt and a pair of jeans, all with a round hardened glue spot the size of a plum.



Both of my hands were covered with dried CA which took about a pint of acetone to clean off. If the spill had gone about an inch to the left, I would have probably had "Big Jake and his two friends" glued together and probably would have started singing soprano. I am not sure what I would have done if I had spilled it on "Big Jake".

I am telling you modeling guys this for a laugh, but you all know how damned dangerous that stuff is, if it gets the wrong place on the old bod. It took about a month to heal that burn using *Neosporin* daily.

So, when doing a building or repairing job, "You all be careful out there, Ya-hear?" Jud



Top Flite Stinson Reliant

Part III

By Jim Henley



Specifications:

Wingspan: 100.5 inches
Wing area: 1487 Sq. Inches
Weight : 16 - 25 Lbs.
Wing Loading: 24.8 - 38.7 Oz/Sq.ft
Length: 67.8 Inches
Engine: VVRC 40cc Twin

The next step of the build is the wings; the wing on the *Stinson* is a "Gull Wing" design. Not that it looks like a *Corsair* or *Bull Dog*, but it does have a thick center section that tapers down toward the root and tip. The wing also tapers from root to tip on the trailing edge and it has a curve in toward the fuselage on the leading edge. While the wing is not hard to build, it is complex and I have had to read, and re-read the instructions and study the plans before getting out the glue. In order to accommodate the difference in thickness of the chord, the inner trailing edge, as well as the outer trailing edge have jig tabs on them which hold the wing "off the plan" and accommodates the change in thickness of the wing chord. Another feature I thought was neat is the basswood main spars are centered on the spar web, which gives the spar an actual "I" cross section. This wing uses plywood and bass "joiner boxes" that contain the wing tube guide giving the wing very strong construction through the center section.

The wing is almost completely framed before any glue is applied, then after everything is in place and aligned, you apply the CA. After the ribs are CA'd to the spars and trailing edges, the leading edge, and leading edge spars are added. Once the wing is stable you then epoxy the joiner boxes, wing tube guides to the surrounding structure. At this point the leading edges are sheeted.

I chose to stop the wing construction prior to building the aileron and flaps, to build the right wing. The plans call for exposed linkages for the control surfaces and I would like to conceal the linkage in the wing. This change will require top hinging the aileron rather than what is shown on the plan.



Wing sub-assemblies (ribs)



Wing sub-assemblies

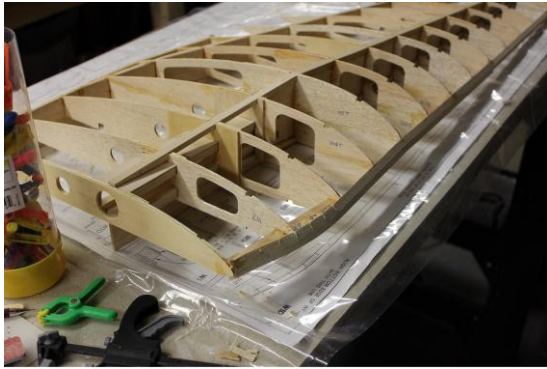


Wing sub assemblies, Main spar spar web, trailing edge spar, inner t.e. spar

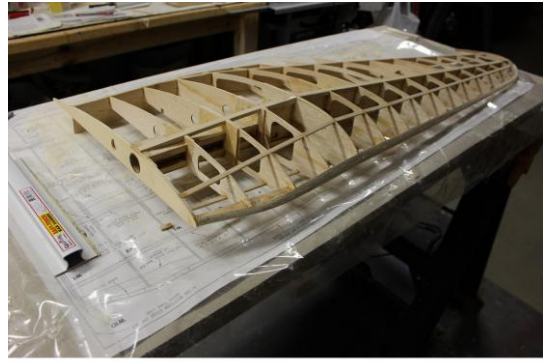


Wing frame up no glue applied yet

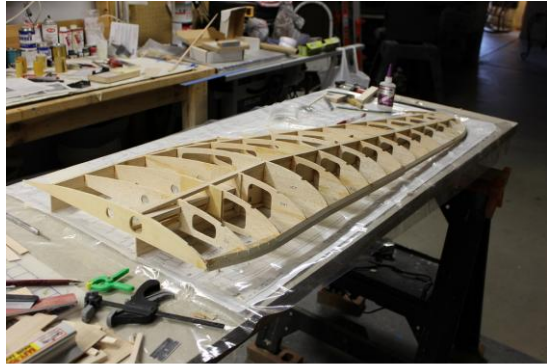
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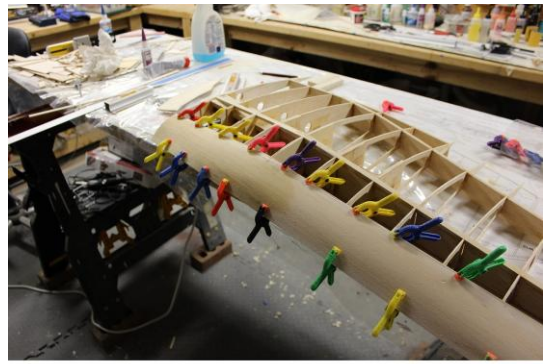
Leading edge at root end of wing



Basswood leading edge spar from root end



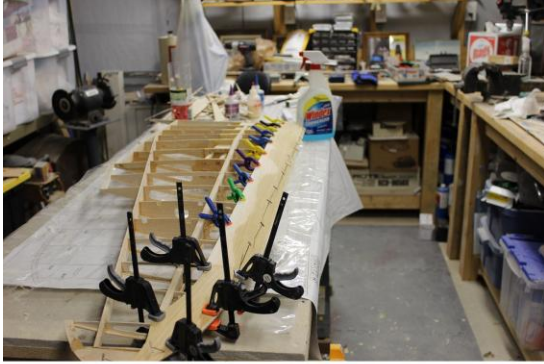
Left wing from root end looking at leading edge



Leading edge sheeting



Basswood leading edge spar from wing tip



Wing tip sheeting and leading edge sheeting glued and pinned



Left wing from tip end, all sheeting and cap strips applied



Left wing with sheeting and cap strips from root end



~ 2014 Western R/C Flyers Event Schedule ~

2014 Tuesday Night Fun-Flys at Mead, Every Tuesday evening May 6th through September 2nd!
(Weather Permitting)

January 2014

- **Tuesday, Jan 7th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

February 2014

- **Tuesday, Feb 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.

March 2014

- **Tuesday, Mar 4th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

April 2014

- **Tuesday, Apr 1st** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

May 2014

- **Tuesday, May 6th** - Club Meeting 7pm, at MEAD FIELD, bring a plane, open flying & food.
- **Saturday, May 17th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, May 31st** - Air and Space Museum - Static display of area clubs' model aircraft. (info to follow.)

June 2014

- **Sunday, Jun 6/7th** - Annual Spring Club Fun Fly at Mead Field starting at 10:00am. Open flying.
- **Tuesday, Jun 3rd** - Club Meeting 7pm, MEAD FIELD, bring a plane, open flying & food.
- **Saturday, June 21st** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, Jun 28th** - District IX Fun Fly Rally.

July 2014

- **Tuesday, Jul 1st** - Club Meeting 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 13th** - Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 19th** - Old-Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

August 2014

- **Saturday, Aug 2nd and 3rd** - Don Neill Scale Contest. Multi-club Fun event hosted at Bud's Field.
- **Tuesday, Aug 5th** - Club Meeting 7pm, MEAD FIELD a plane, open flying.
- **Sunday, Aug 23rd** - Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch both days and flying. Rain date Aug 24th.
- **Saturday, Aug 16th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

September 2014

- **Sunday Sep 7th** - The 5th Annual Fall Fun Fly and Swap Meet. Swap meet setup after 9am. Open flying 10am through 3pm.
- **Tuesday, Sep 2nd** - Club Meeting 7pm, MEAD FIELD - bring a plane, open flying.
- **Saturday, Sep 20th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

October 2014

- **Tuesday, Oct 7th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- **Saturday, Oct 18th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

November 2014

- **Tuesday, Nov 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- Nominations taken for 2015 Officers

December 2014

- **Tuesday, Dec 2nd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- 2015 Officer elections



Western R/C Flyers Inc. 2014 Membership Application

Please print clearly!

Name: _____

Address: _____ Zip Code: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ IMAA Number: _____ (If applicable)

Amount Paid: \$ _____

2014 Dues: \$35 (Renewals should be paid by **April 1**) New/Renewal: ___ New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

**Membership subject to approval. AMA membership is required.
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Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118**