



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

April 2017 Issue

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A Word from the President



Howdy folks! Am I the only one seeing these days and weeks rapidly go by? I need to get out to the field and fly more before the flying season slips away.

Few weeks ago I made the trip to Toledo for their "Toledo RC Expo" which has been held annually for years. There was much to see and take in. I highly recommend you put this expo on your bucket list, if you have one of those things.

With the rain we are starting to get, our flying field should really green up. Our lawn mowing crew has already geared up, and I personally mowed the field on the evening of April 11th. The "Green Monster" mower has been repaired and should perform flawlessly the rest of the year.

See you at the Field!

~ Rick Miller



Next Meeting: TBD



Vice-President's Corner



It's getting close to spring flying. I hope everybody has a plane or two ready to go. The wind has been "breezy" a lot lately. I know it has six letters but it is starting to sound like a four letter word. I don't know how many of you went to Bud's sale but I didn't think too much of the way it was done this time. By the time I got in the door all the kits, ARFs and built planes were taken..... 2 or 3 guys got most of them.

I did get a new *Giant Aeromaster* ARF new in the box a friend sold me awhile back. It's a 73 inch span biplane. It should be a fun plane to fly. Looking forward to seeing you all out at the field this summer. Get them ready and let's all do a lot of flying.

Fly 'em!

~ Rick Haneline

Treasurer's Report



As of this date we now have a total of 40 paid up members. You are all aware of the rain that we have had and what the results are going to be, and that is a very nice green runway, which makes for a beautiful field to fly from.

I am making plans for my trip to *Top Gun* and have attached an article regarding same.

Happy flying and look forward to seeing you all at the field.

Your Treasurer ~ Dean Copeland

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

Western R/C
Flyers

Grampa's Arrow Sport

By Tom Wild

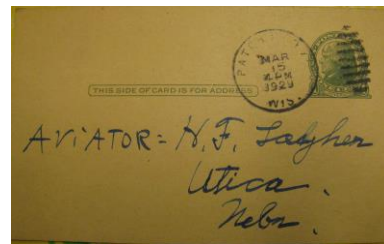


My Grandpa Layher purchased the last *Arrow Sport* biplane manufactured with a wooden framed fuselage. The delivery man hit a fence post when landing due to the engine seizing up.



Grandpa spent the winter fixing the wing and repairing the engine. There was *Babbitt* bearing material plugging up the oil passages which he removed and then re-poured the bearings.

He wrote the company in *Lincoln* and asked for plans for the ribs he needed to rebuild and they sent him a traced pattern drawn on butcher paper. Grandma suggested he decide if he wanted a wife or an airplane, so he sold the plane.



My Grandpa saved the letters and postcards from "Pilot" C.L. Horton of *Patch Grove, WI* who was trying to buy or trade for the 3 cylinder biplane. One postcard dated March 13, 1929 stated "No funds now, the corn molded". It is unknown by my family what became of Grandpa's biplane, it is assumed to be long gone.

<http://nebraskahistory.org/lib-arch/research/manuscripts/business/arrow-aircraft.htm>

Back into Glider Build

By David Miller

Well, what have I been up to lately? Not much of anything. David Kelly gave me permission to write to you about the build I am doing for him. Hopefully you can use it in the newsletter. (Editor note: You bet!)

Dave brought over a "Great Planes Spectra" kit for me to build for him, and I started on it around the 1st week of March. The kit came with a brush motor. So, I put in a Turnigy 2830/11 1000 kv, 210 watts brushless instead with a Turnigy 30 amp Plush ESC that I had bought a year ago for a Sig Riser 2 meter that I haven't built yet.

I usually start with the body first, since to me that is the hardest part for the motor mounting. The wings are going to be the last to build, and I am working on that now. Going to be a 2 piece wing. This plane should weigh a lot less than my Spectra. Since my Spectra holds a Turnigy SK3 Competition Glider Drive in it, which is still a lot lighter than the brush motor that came with it. And it was an ARF kit to boot.

But this is my second time building a plane since I got back into flying again, I'm taking it a little slow. Back in the early 80's I built a Gentle Lady in about 2 weeks. But, didn't have to worry about electric motor placement's back then. I did have a .049 on a detachable pod for it though. The motor in the mount is designed to have the motor come out through the front of the plane if anything goes wrong with it.

He also brought over 2 rolls of covering, solid orange and solid dark blue, to me "Yuck". The blue, I will give back, I am going to cover it in orange and transparent burnt orange instead.

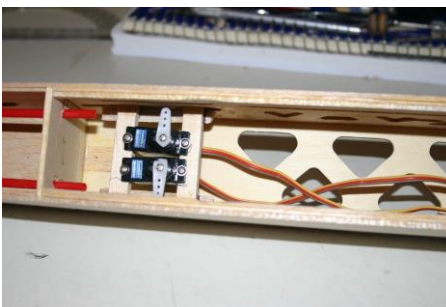
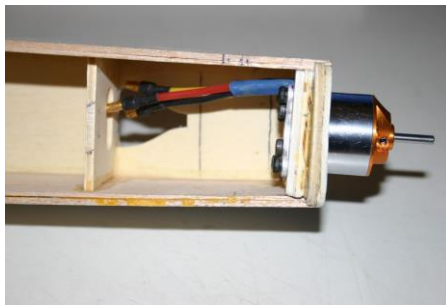
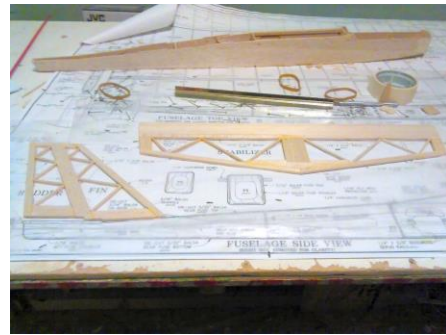
Here are some pictures of the build so far. He told me to build it, like it was mine. So, I am...

Speaking of my Spectra, I have to fix it too. It fell over in my bedroom and hit the filing cabinet and cracked my fin in 2 places. And I don't have my Riser 100 fixed either, been lazy on that account too.

Well, that is about all for now.

Happy Flying

David Miller



Oberlin Air Force Vet

By Tim Peters



Between 1975 and 1990 my wife and I lived in Northwest Kansas, where I worked as a high school teacher. During this time I became good friends with a group of R/C fliers in Decatur County: **Larry Goltl, Floyd Badsky, Del Bader, and Harold Nichols**. Area residents referred to us as the 'Oberlin Air Force', and we enjoyed our notoriety. The local airport was happy to let the 'OAF's fly on a little-used grass runway.

Attached is a photo from one of the OAF fun flies, probably around 1987-1988. I had completed a Byron Originals A4 ducted fan jet. (Those of you who are familiar with my building skills are probably dumfounded, but I really did complete it...I had some extra time during the summers for building and flying.)

The A4 was powered with an OS77 Ducted Fan (nitro) motor and Futaba electronics. It also had pneumatic retractors. As you can see, it was finished with the familiar Blue Angels paint scheme. It flew well, but very fast and was challenging to keep up with. Even landings were fast required a lot of planning and I was grateful for the long obstacle-free grass runway.

Harold Nichols was the guy with the most experience. I always enjoyed talking with him, and heard that he passed in 2016. My favorite discussion with Harold was about 'air-loins'. Like all of us, Harold would occasionally crash an airplane. Once I asked Harold why his plane crashed. His reply: "I'm not sure, but I think the air-loins servo was backwards." ☺



TIM PETERS, Jennings, adjusts the canopy on his "Blue Angels" jet which he flew Sunday afternoon. Persons from North Platte, McCook and Garden City as well as the local area brought their radio-controlled aircraft to the Municipal Airport. Peters took about three months to assemble the jet. He also has a helicopter and another radio-controlled airplane which he brought to the fly-in. --Herald staff photo by Kay Chisholm

Photo: Oberlin Herald - Oberlin, Kansas

Road to Top Gun — Dean Copeland's L-39 Albatros

Gerry Yarrish Featured News, Road to Top Gun 2017 Comments



Coming to Top Gun from Omaha, NE., Dean Copeland will be flying his impressive Aero L-39 Albatros. This will be Dean's 10th year competing at Top Gun, and his first year flying a jet in the Pro Jet class.



The plane is a BVM 1/5th scale L-39 Albatros, it has a wing span of 74 inches and a length of 94 inches. The Albatros is powered by a Kingtec 140 turbine engine equipped with smoke system and it has a 47.5lbs takeoff weight. painted in the Black Diamond Airshow Team

scheme which is based at the Lakeland Linder municipal airport, adjacent to Paradise Field. Dean is still in the process of finishing and detailing the pilot, maintenance nomenclature, etc. Dean is a Team Futaba member and uses a Futaba MZ1B radio system.



Updated: March 23, 2017 — 10:06 AM

Source: <http://www.modelairplanenews.com/road-top-gun-dean-copelands-l-39-albatros/>

Western R/C
Flyers

B-26B-2MA, 41-17901

"Bucket O' Bolts II"



By Dave Kelly



My father spent a year in *North Africa*, serving as a tail gunner on a B-26. I'll post to the newsletter his Diary account monthly. These entries bring us up to end of February 1943, and each month thereafter will be added. It's interesting to read his accounts, and how his writing changed over that year. Amount of his

entries, legibility, and general mood certainly can be seen over the next several months.....



" Ever into Danger "

Seven crosses pattée in pale sable, a wreath of the colors, griffin rampant of the first, beaked, fore-legged and winged of the second, and langued, gules.

- March 4, 1943

Mission 11

Bombed shipping today. A convoy off of Berza

- March 5, 1943

Our bird is sick. No mission today. Bad engine, sure glad it failed on the ground.

- March 20, 1943

Mission 12

I went on my 12th raid today. An enemy aerodrome this side of Tunis.

- March 22, 1943

Our bombers raided sea shipping today. Sunk 1 transport and damaged others. Also shot down some ME-109's. 1 bomber failed to return

- March 23, 1943

(This entry was started but never completed.....DK)

I notice my father is making less entries, and has less to say when does make an entry. He left the USA at 135 lbs., and according to my Mom, he now weighs 105 lbs.

To be continued.....

Western R/C
Flyers

The BTE Fly'in King

By Steve Rasmussen



I purchased a *Fly'in King* from Bud's garage sale last year (2016). I had been told that these are easy fliers; something a newbie could handle. I think Bud may have actually used it to train new RC pilots. It has flaps too - how cool is that?

It was a complete aircraft - receiver ready, with JR servos, and a tired looking Saito .80 on the nose. The *Monokote* scheme was something original that appealed to me - certainly something that I wouldn't have dreamed up myself.

Once I started looking it over - it was in really good shape. A few minor repairs were in order such as repairing the vertical stab that was cracked at the tip, and reinforcing a forward bulkhead where the wing pins into - something that had already been repaired previously. Well - I could have put that six channel receiver in, went flying and called it good. I didn't.



Instead, I decided to modify a few things. I started with the engine. The *BTE Fly'in King* calls for a .80-.91 four stroke engine but I wanted to try my hand with a two stroke gas. Being relatively new in the hobby it was something I wanted to experiment with. A .91 four stroke engine is equivalent to a 15cc gas engine. I could have put that in as there are a few gas engines available in that displacement (such as *Evolution*, and *RCGF*). I didn't. I started looking for a 20cc gas engine, and found a new beam mount *RCGF* gas engine that was available for a good price. It was a 26cc. Close enough....right?



Once the decision was made on the 26cc *RCGF* the rest of the re-build/update followed. I thought that since the new engine required an 18-inch prop then I would start by

modifying the wheels and gear for clearance. I found that the landing gear for a *Great Planes Giant Big Stik* was a good fit - according to the *BTE Fly'in King* website. I also added the *PR Bushwheels* and tailwheel to give it the *attitude* it needed to clear that big prop. In addition I changed/added the following:

1. Moved the rudder servo from amidships to the tail and used a fiberglass tube pushrod. Installed a separate tailwheel servo on the underside to operate the tailwheel via pull/pull and tied it to the rudder channel with a wye.
2. Changed the elevator pushrod from balsa to a fiberglass tube.
3. Replaced all the servos with *Hitec 645's* (elevator, ailerons, flaps), and *Hitec 225's* (rudder/tailwheel - one each), with a *Hitec 425* on the throttle.
4. Installed two 2200 mAh 2S 6.6V Life batteries for the receiver.
5. Installed an *Electrodynamics EDR-108 Power Backer* for single failure open circuit receiver battery protection. To get full use/safety out of the redundant receiver batteries.
6. Installed an *Electrodynamics EDR-107ADP Fiber Optic Kill Switch* for the gas engine. This is a cool piece that also has a fail-safe of sorts. I have it set up on a transmitter toggle switch that requires two on/off toggles to kill the engine immediately. If I inadvertently hit the toggle once it will count down five seconds before it becomes a glider.



7. Installed a *Guardian* gyro as a fail-safe for my piece of mind. Since I'm a newbie I still get disoriented from time to time, usually when the aircraft is some distance out, or on the downwind to base turn where I still experience a zone of confusion. It doesn't happen as much anymore but it still happens; and it's not worth wrecking a nice airplane. If I'm in *that zone* I can toggle a "self-level" switch set up on my transmitter to level the aircraft. The *Guardian* is sensitive to vibration so I installed it on a vibration insulating pad.

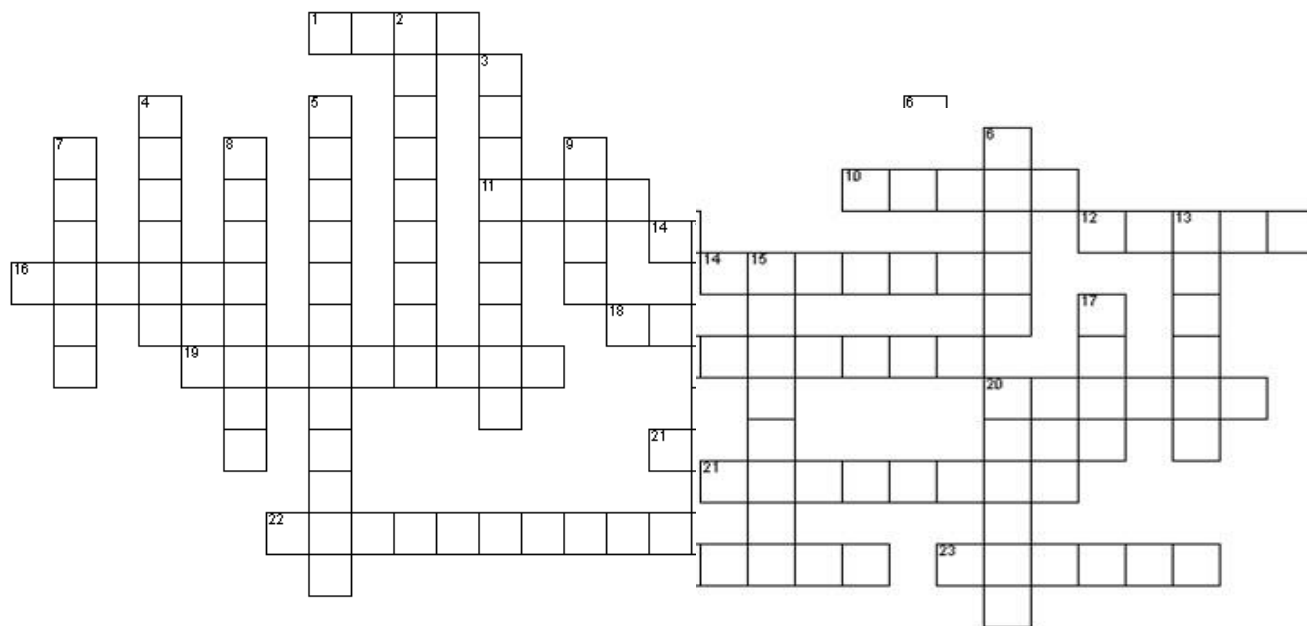
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FLYING CROSSWORD

By Tim Peters



Western Flyers' Regulars'. Answers are 'Last Name' of club member described.



ACROSS

1. Talk about your 'Remote Pilot', this guy drives 50 miles each way to fly with us.
10. Don't call him Rick, or Dick, but Rxxx.
11. Where we fly.
12. Known for his Warbirds.
14. This guy's too nice, there must be something we can use against him.
16. Known to Monokote Golf Balls.
18. If you're on HYW 92, turn at his place or you went too far.
19. Should be cited for his 'speedy' YouTube videos.
20. Glider Guy.
21. Too much contact with this Bud will cause hangover.
22. Who we are.
23. Blah, blah, blah, skunkworks, blah, blah,....

DOWN

2. Described recent rendezvous with 'Seniorita' and 'Fifi'.
3. Another nice guy, we need 'some dirt' on him.
4. Great builder and flyer of scale planes, far too polite, is probably plotting revenge against Bud M
5. 50 points for spelling 'Z's last name correctly.
6. Keeps Loren and Tom 'in line'.
7. Invented latest dance craze: "The WACO 'N' Struts"
8. "Just send me a check".
9. Certainly a unique WRCF member. Far too pleasant to be from Lincoln.
13. Described Haneline's misfortune as 'Landing!'
15. Lawver announced 'Landing!' for him.
17. Legendary 'Tow Plane' pilot.
20. Rumor has it that he could probably put on his own R/C auction.

Mead Field Pics

March/April 2017



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*Western R/C
Flyers*

Mead Field Pics Cont.



*Western R/C
Flyers*

Cont. Page 10

Mead Field Pics Cont.



*Western R/C
Flyers*

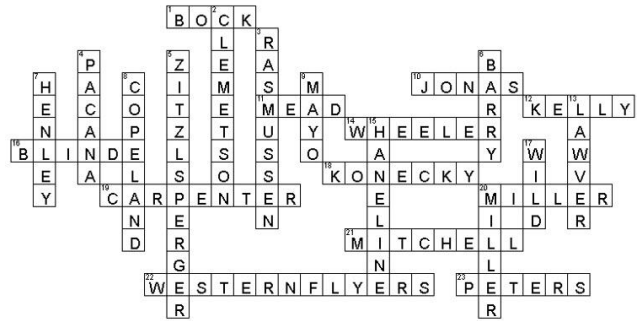
The BTE Fly'in King Cont.

8. Installed a 6V 2000 mAh Nimh battery for the ignition.
9. Used an aluminum *Dubro* vibration isolation engine mount.
10. Installed a digital tachometer inside the aircraft - although I'm not sure how useful that will be.
11. Installed dual switches for the batteries including an externally switched voltmeter, LED "on" lights for the receiver batteries (white), and one for the ignition battery (red).
12. Installed flying wires on the vertical/horizontal tail to provide additional strength from the added loads and vibration.
13. Doubled up the thickness of the firewall and added triangular stock inside/outside to provide additional strength for the upgraded power. Then I installed the engine - cylinder up since it looks better to me that way. With the RCGF, I was able to flip the muffler "upside down" so it exits to the bottom - and it still clears the engine mount.



The maiden flight occurred on April 11, 2017 with Nelson at the controls. The *Fly'in King* will require a few more flights to trim it out. I have ordered several new props to try as the original 18x10 had a bit too much bite. May also add a few degrees of right thrust - but she flew and the engine seemed reliable.

Answers to Flying Puzzle





~ 2017 Western R/C Flyers Event Schedule ~

January 2017

- **Saturday, Jan 17th** - Strategic Air & Space Museum's Indoor Air Show 2015

February 2017

March 2017

April 2017

- **Saturday, April 15th** – Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

May 2017

- **Saturday, May 20th** – Old Timers Fun Fly with Electric Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, May 27th** – Scale Fun Fly at Mead Field starting 9am.

June 2017

- **Saturday, Jun 10th** – Annual Spring Club Fun Fly and Swap Meet at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 17th** – Old Timers Fun Fly with Electric Glider Fly - Starts at 9:00am with flying until 3:00pm.

July 2017

- **Sunday Jul 9th** – Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 15th** - Old-Timers Fun Fly with Electric Glider Fly - Starts at 9:00am with flying until 3:00pm.

August 2017

- **Saturday, Aug 19th** – Old Timers Fun Fly with Electric Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, Aug 26th** – Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch and flying. Rain date Aug 28th.

September 2017

- **Saturday, Sep 16th** – Old Timers Fun Fly with Electric Glider Fly – Starts at 9:00am with flying until 3:00pm.

October 2017

- **Saturday, Oct 21st** – Old Timers Fun Fly with Electric Glider Fly – Starts at 9:00am with flying until 3:00pm.

November 2017

December 2017



Western R/C Flyers Inc. 2017 Membership Application

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____

Amount Paid: \$ _____

2017 Dues: \$35 (Renewals should be paid by **April 1**) New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

Membership application subject to approval. AMA membership is required.

Make Checks Payable to: Western R/C Flyers

Complete this form and send with check to WRCF Treasurer:

Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118