



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

April 2018 Issue

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A Word from the President



How about this weather that we've been getting lately? If you are like me, you're getting the itch to be out at the field flying. Are your winter projects done?

If we're lucky, the spring thaw won't amount to much. Meaning the runway will not end up being water logged from snowmelt, and be free of rutting. Be sure to keep that in mind when driving out to the field. Including the pit area if you can avoid soft areas that could end up in deep ruts. Thanks!

Note that our club no longer maintains its own website. Refer to Keith Paskewitz Metro RC website (<http://www.metrorcflying.com>) for current and back issues of *Tailspin* as well as club's schedule of events.

Your club dues can be sent in anytime now that we are well into the New Year. Please send them into **Dean Copeland**, address at bottom of newsletter. Include your return postal address, your AMA number, good phone number, and a current e-mail address. Dean will send you the 2018 club membership card by postal mail.

See you at the Field!

~ Rick Miller

Next Meeting: TBD



Vice-President's Corner

I've been out 3 or 4 times with an electric. It was nice to get in the air again. There is a nice video of my *Valiant* being chased around at Hawk Field by an FPV drone. It's on YouTube under the name "circuit dreamer."



Other than that I've been working on "hopefully" the last cabinet in my daughter's kitchen. Also, I heard we lost a tree but I doubt any of you will be sad about that. I haven't to Mead yet, but heard they have been doing some repair work on the runway.

I better send this to Nelson so he can get it in the newsletter.

Go out and Fly!

~ Rick Haneline

Treasurer's Report



We now have 40 paid up members for the 2018 season and with a little luck the rest of the past members will get their annual dues in so that they can enjoy flying at a great flying site.

Assuming that you all have your newest creations ready to test fly and to enjoy the rewards of a good job well done. I am hoping to be able to get in lots of flying to make up for the lost time last season due to my back problems.

Thanks to all who have given their time to repair and get the field ready for the soon to be flying season. As a final note the clubs treasury is sound and the AMA charter paid for along with the insurance. Looking forward to seeing you all.

Your Treasurer - Dean Copeland

~ *Dues 2018 ~

*Your dues may be mailed to:
Dean Copeland, Treasurer
15668 Fountain Hills Dr.
Omaha 68118

NOTE: Please include your postal mailing address when sending in dues. Also your phone number and current e-mail address.



NOTE: April 21st start for OT/EPG. Designated time for this is only in the morning.

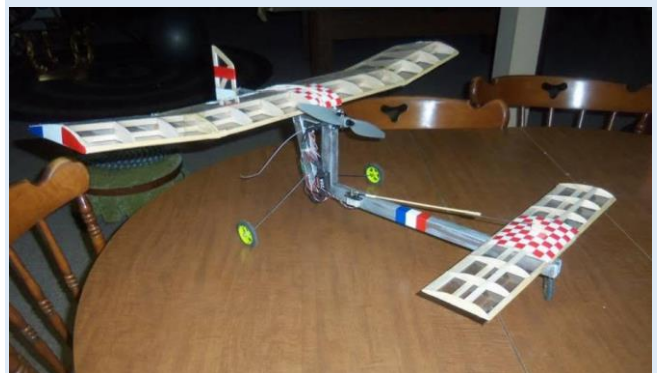


"Wow - you guys don't fool around!" commented Roger Williams of Mililani, HI when seeing this photo. Story page 5.

"It's Tim's Fault"

E-Mail from Jud Bock

Okay Tim, it's all your fault. If you hadn't of gotten me interested in Indoor flying again, I would have stopped at 4 models built this winter, and thanks to you, it is now five, (see below... weighs 10 ounces with battery.). It is done and ready to test next Tuesday. I hope to have a calm day before then, so I can do the "Bock Method" of determining the canards CG. If the canard is small enough as this one is, I find a tall grassy lot somewhere, and give it a sling. If it dives, I add weight to the tail, and if it stalls I add weight to the nose. You can look up how to determine canard's CG on line, and if you are actually in the genius class or in Mensa, you might understand it. I prefer the "Bock" method. Later....Jud



Round the Skunkworks

By Tim Peters



I'm sure a lot of you want to hear an update about my test flights with the PIA from last month's Tailspin.

Let's talk about something else.

Oh, so you won't let it go, huh? You just have to hear all the juicy details of my most recent project.

You may recall my PIA (*Propeller Interaction Aircraft, a tilt-rotor quadcopter airplane*) from the previous *WRCF Tailspin* newsletter. I recently completed hover testing with the PIA, and shared the results with some celebrities. Here were their comments:

- **Bill Gates:** Legendary Failure....when Epic Failure isn't enough
- **Jimmy Buffet:** Alcohol...It always tricks you into thinking you're smarter than you really are.
- **Clint Eastwood:** Nice job, Dummy...you broke it!
- **Harrison Ford:** Failure is simply the opportunity to begin again...only more intelligently.
- **Mick Jagger:** Anything worth doing is worth overdoing.

Anyhoooo, hover testing of the PIA did not go well. Try as I might, even at max throttle the four motors did not produce enough thrust to coax the PIA up into a hover...not even light on its feet. (*I was tempted to attach some helium balloons.*) So the PIA has been disassembled for the time being. It was just taking up too much real estate in the *Skunkworks*.

I started thinking about how much I 'talked up' the PIA project in the *Tailspin* and felt just a little sheepish about the claims that may or may not have made. I started looking for ways to 'spin the story' so that it takes some of the focus off me. So here's the real truth:

.....
Ha, Ha, Hah....That was a good one, huh...you really believed that the PIA project was a REAL R/C aircraft and that there was REASONABLY good chances for it to be successful, right? Well, the jokes on you! Little did you know that PIA really means "Pranked In April"!

April Fools! ☺

Let's put a fork in winter. It's time to get out and wring out the fresh and improved Mead flying site. I've got some stuff that has a REASONABLE CHANCE OF FLYING (*no fooling*) and I'm sure you do too! Let's get after it!

Here are a couple of photos of my 2018 Lincoln Sky Knights auction purchase. It is a *Balsa USA "Laker"* seaplane. This one has been fitted with trike landing gear for amphibious operations. 70" wingspan. Plans say to use a .40 - .46 two stroke. Just needs the usual sanding, covering and equipment installation.



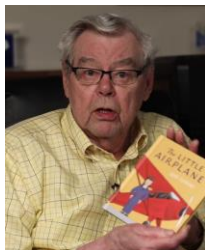
*Western R/C
Flyers*

Galen Lillethorup - Scale Model Aircraft Builder

By Nelson Carpenter

A short while ago I received an e-mail from a fellow modeling friend and member of the *Western RC Flyers - Galen Lillethorup*. The e-mail asked me to review a video that he and his son had created. In one word - outstanding!

What they had created was a documentary of Galen's flying background which also presented thirty of his model airplanes he has built over the years. Galen still has all of these airplanes, and they are displayed hanging from the ceiling of a room in his home. These models are all unique because they are scale of vintage aircraft from the very early days of aviation. Galen built and flew all of them as indoor electrics.



The video, which Galen gave me permission to distribute, runs for 18 minutes. Given Galen's background in advertisement, I was not surprised that the video was so professionally done. I asked Galen if he had a bio as I also wanted to illustrate his professional working career with this article. I am certain you all will find the video and bio (*column on right*) as interesting as I did.

Thank you Galen for allowing me to put this out there for others. The video: <https://vimeo.com/252080980>

I encourage you, the reader, to message Galen if you found the video as enjoyable as I did. He can be mailed at galen@reagan.com

Bio for Galen Lillethorup

Galen began work as a reporter-photographer for a television station while still in school. After earning a degree with distinction in journalism from the University of Nebraska at Omaha, he moved to the management side of television. He was director of promotions and advertising for an Omaha station when recruited by Bozell and Jacobs, a large international advertising agency, to be in charge of commercial writing and production for *Mutual of Omaha's Wild Kingdom*.

After several years working with Marlin Perkins, Jim Fowler and the *Wild Kingdom* crew, Galen became a creative group supervisor for Bozell. In addition to continuing some project work for Mutual of Omaha, he was responsible for writing and creative direction on several other agency accounts, including Union Pacific Railroad, Winnebago Motor Homes, Dorsey Laboratories (Sandoz), Conagra and Norden Laboratories.

When Bozell opened a new office in California, Galen moved to Los Angeles temporarily to help set up the operation and to service West Coast accounts as a combination creative director and account supervisor. When he returned to Omaha, he became vice president, account supervisor, and director of Bozell's radio and television commercial production departments.

In 1980, Galen resigned to become president of Galen & Nellie, Inc. An Omaha advertising and marketing consulting firm. The agency's account list included Northwestern Bell Telephone, American Tool (VISE-GRIP® Locking Tools), Union Pacific, Terra International, Diamond Scientific and Haver (Bayer) Animal Health.

Today, Galen is finding more time for family, volunteer work and his life-long model airplane hobby.



“Cleared Approach and Departure”

By Nelson Carpenter



With permission from the ARDC, the north end of our runway has been cleared. What some viewed as obstructions, two trees were felled on Saturday March 24th. Other brush was also removed and the area cleaned up. There were 10 club members who helped with the effort.



Thanks to **Mike Lawver** who made available a larger chipper, the trees were reduced to a pile of wood chips. Working the chainsaws were **Rick Miller**, **Jack Barry**, and **Jim Henley**. Making sure we all got our energy back, **Tim Peters** brought cookies along with bottled water. Others participating included two of Rick’s family members, **Doug Clemetson**, **Ken Peterson**, and myself.



Photos included show the before and after of the north end. A big difference that everyone should be happy about. The trees in the first picture are now gone. Stumps can be seen in the second photo.



JUNE 9, 2017



MARCH 24, 2018



MARCH 24, 2018

Concerning the damage to the runway caused by an ATV over winter, repair continues and it should be in good shape before long. A good portion of the runway is useable, whereas damage was mostly to the east side of the runway.

For Sale/Wanted/Traded



I have a Magnum 61 SE nitro motor with muffler and mount. I purchased it at an auction and oiled it prior to storage. I have not run it but it appears clean with no rust and good compression. I have a need for a strong .40 nitro motor (preferably 45-46, possibly 50) for a seaplane project. I had planned to use the Magnum for it but the plane has already been set up for a smaller motor and the .61 won't fit. I could possibly trade the Magnum .61 even-up for the right .40-.50 motor. Or would consider cash for the right motor without doing a trade. Contact Tim Peters [402-880-1508](tel:402-880-1508) or by email at tpetersrc@gmail.com

Which Battery....

By Jud Bock



So you look outside on this beautiful morning, and see severe clear skies, zip wind, the spouse is MIA and escape is imminent. So you head for the shop, grab your field box, decide which planes you are going to take and head for the great outdoors....but wait....you forgot your power systems.

You are a pure, 100% electric flyer, and your power systems are batteries. So, you check out your planes and realize you haven't flown a couple of them for a long time.....maybe months or more. No problem....I always charge them as soon as I get flying, so they are already charged. I will just grab a couple for each plane.

Let's see now....this bird takes a 3S-2000, (or was it a 4S-2500). Crap, I don't remember which battery's they take. Guess I will just have to take a bunch more than I need and determine that at the field. So you load twice as many batteries in your field box than you need, because you never made a reference list for your shop.

The above scenario has been me for the last few years as my fleet has grown and sometimes I only fly a bird once or twice a year, and failure to remember what

battery goes where has become commonplace. I finally decided to do something about it, and this is just a suggestion for you guys that have 5 or 6 different planes.

The attached list is what I did and have it hanging in my shop, so now when I am just guessing what battery goes with which plane, I can look on my shop wall and get the right one every time. I would also recommend you do it on your computer, and save it so you can update it easily when losses and new birds leave or enter your hanger. That's it for this month. See you at the field....Jud

BATTERY/MODEL INFO

AS-OF 4/1/18

GLIDERS

MODEL	BATT.	TRANSM.
Thermax	4S/2200	DX-6
Olympic	3 or 4S/2200	DX-6
Spirit	3S/2200	DX-6
Quantum	3S/1800	DX-6

OLDTIMERS

MODEL	BATT.	TRANSM.
Playboy	5S/4000	DX-6
Double Demon	5S/4000	DX-6
Spook	4S/2200	DX-6
Cumulus	5S/4000	DX-6

SPORT

MODEL	BATT.	TRANSM.
Ugly Stick	4S/2200	DX-6
Tidewater	3S/2200	DX-6
Diamonte	4S/2200	DX-6
Luton	3S/2200	DX-6
Shark	3S/2200	DX-6
Fish	3S/2200	DX-6
Wee Devil	3S/500	Orange
Parallax	3S 1800-2200	

Sinbad 2S/250 72/57

INDOORS

MODEL	BATT.	TRANSM.
Vapor	1S/500	DX-6
Playboy	3S/800	Tactic
Quad (Walmart)	Has own batt.	Has own tranny
Quad	Has own batt.	Has own tranny
Canard	2S or 3S /500	DX-6



Western R/C
Flyers



~ 2018 Western R/C Flyers Event Schedule ~

Schedule for 2018 club events to be set and posted within **Metro Area RC Flying** website calendar. Our dates will be provided to Keith who maintains that website.

http://www.metrorcflying.com/metro_schedule.htm



Western R/C Flyers Inc. **2018 Membership Application**

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ Dues Paid: \$ _____

2018 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 (new applicants only) and send with check to WRCF Treasurer:

Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118