



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

April 2019

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A Word from the President



We have three fun flys scheduled for this flying season, and a fourth that's in the planning stage. It will be an aerobatic themed fun fly with some competition for the daring. Stay tuned for more info to follow.

Currently the roads at the field are a little sloppy. Be sure to keep in mind when driving out to the field that the area can easily rut. So please try to avoid soft areas driving in that could end up with deep ruts. Thanks.

Everyone is chewing on the bit to get out and fly. Myself included. The field itself should be in good shape this year for lots of flying and events.

Let's go fly!

~ Rick Miller



Meetings: TBD



Vice-President's Corner



Been kind of busy these last two weeks. Had three meetings and five appointments at the VA. Haven't got much done. So this will be short. Get your planes ready to go because warm weather is almost here. That's all for me right now, see you at the field.

Go out and Fly!

~ Rick Haneline

Treasurer's Report



As of March 28th we had 37 paid up members for the 2019 season. Just something for thought; 37 memberships bring in \$1,295.00. Our toilet cost is \$917.00 per season and field maintenance, stamps, club charter, field insurance & membership cards with pouches costs are \$656.00 totaling \$1,573.00.

With that said we need a minimum of 45 paid up members to cover normal annual costs.

Also want to note that we do not pay any rent for the use of the flying site that we are enjoying from year to year. Let's all get our renewals in for the 2019 season, it is the cheapest club that you can belong to in the area.....just saying.

Your Treasurer ~ Dean Copeland

~ *Dues 2019 ~

*Application for membership or paying member 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. April 1 is deadline for getting dues paid.



March 28th Meeting Notes



A Western R/C Flyers meeting was held Thursday, March 28th at the Papio NRD offices in Chalco Hills, with 12 members in attendance. President, **Rick Miller** called the meeting to order just after 7:00 pm.

Dean Copeland provided a treasurer's report, and indicated that 37 members have paid their dues for 2019, as of meeting time. Dean also mentioned that we require a minimum of 45 paid memberships to cover our annual budget.

Old Business:

- **Rick Miller** will arrange for the Porta-Potty to be delivered and set up on April 15th.
- **Nelson Carpenter** will contact **Rich Anderson** with the University to see if we can get them to spray the field for weeds. I let **Rick Miller** know that my towable broadcast spreader is ready to go if that is the method we decide to use this year for weed control.
- We discussed getting AMA to sanction the *WWI & Golden Age Fun Fly*, and the *Bud Hall Memorial Big Bird Fun Fly* events - **Rick Miller** to contact the AMA.
- **Rick Miller** and **Mike Lawver** will discuss the possibility of adding a fourth event for this year, an aerobatic event, tentatively in September.

New Business:

- **Rick Miller** will draft a note to all members regarding their options to have their opinions heard regarding club business, rules, etc. The group present at the meeting reaffirmed that all members are invited, and encouraged to attend these meetings and voice their opinions at that time.
- Rick pointed out that we generally do not hold meetings during the flying season.
- At 7:45 the meeting was opened for some spectacular show & tell, courtesy of **Jack Wilhelmi**, & **Ken Peterson**.

That's it!

~ Tim Ryan

March Meeting Show N' Tells

- TALE SPIN -

by Nelson Carpenter



Ken Peterson had his *Hangar 9 Hellcat F6F* for show. This is a 60 size model with 65" wingspan and rotating retracts. A sharp looking model of a fighter that had the best climb rate during WWII.



If you've been a member of the *Western Flyers* for a good while, then perhaps you will recognize the title "TALE SPIN" as spelled out in the title of our club's newsletters from years ago.

It's true, the club's newsletter was spelled as you see: "TALE SPIN".

At the March 28th meeting, I had a side conversation with Frank Trouba who was one of the earlier members of *Western Flyers* and the newsletter editor. As Frank tells me, he had called it the "Tale Spin" given all the "tall" stories that ended up in the newsletter then.



Jack Wilhelmi spent two years building the 38% scale *Gilmore Red Lion*. A beauty! Specs are 120" Wingspan, 102" Fuselage, 65 Pounds, Moki 250, Stitz covering. Aircraft Modelers Research in Quebec, Canada produced the kit. Guidance by Jetti Radio Equipment and Futaba servos.

Frank believes that some probably believed that he had misspelled "Tale" and that it was really meant to be "Tail." A subsequent newsletter editor changed it. I've been the *Tailspin* newsletter editor for little over 10 years, and didn't pick up on this title change until my conversation with Frank. So somewhere by someone down the road, it ended up "*Tailspin*" which we all understand its meaning to be "*spinning down vertically*" out of the sky. Thanks for the bit of history, Frank!

BACK ISSUES TAILSPIN:

http://www.metrocfllying.com/metro_newsletters.htm

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"GOLDEN AGE" DEFINED: The period in the history of aviation between the end of World War I (1918) and the beginning of World War II (1939). It was characterized by a progressive change from the slow wood-and-fabric biplanes of World War I to fast, streamlined metal monoplanes, creating a revolution in both commercial and military aviation.

Source: Wikipedia.

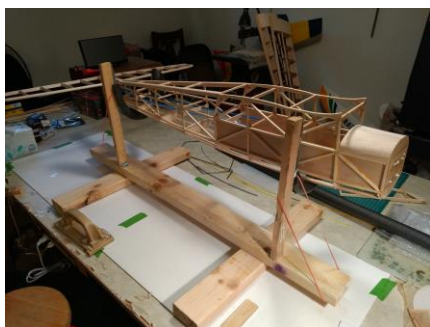
Work Stand and Transporter

Submitted by Tim Peters



Attached are some photos of a stand I made for working on and transporting aircraft. It uses some scrap 2x4, and some other scrap lumber; items from the hardware store include small hinges (so the arms can fold for storage); pipe insulation (to protect the model) and bicycle holding racks. You might ask why someone like me needs such a device? Maybe to hold the *Dellaire 108*" old timer I have been working on this winter! Maybe there are other projects? More will be revealed!

Tim



Glider Rating Added

Submitted by Nelson Carpenter



Western Flyers member **Steve Rasmussen** seen in the middle following his CFIG check ride. Steve's instructor on the right has over 28,000 glider flights.

Mid-March **Steve Rasmussen** travelled to Florida to take an intense course of instruction for his *Certified Flight Instructor – Glider* (CFIG) rating. Steve has his glider pilot rating for a few years now, and wanted to up it to the instructor rating. He flies out of the Blair Airport with the glider club located there.



I had inquired of Steve while he was down there as to how it was going, and he text back with the following:



“It took 12 flights with my instructor Yannie to get signed off for the CFIG check ride with an FAA examiner. Then it became three flights with examiner. One of the three flights is always a rope break at 200 to 500 feet. Usually/always the second flight - examiner even briefed it would be 2nd or 3rd. Except for today - first flight “bam” 200 feet. Was not expecting that. Immediate pitch down, 45 degree bank to downwind landing. It worked out okay.

The place is called the Seminole Lake Gliderport near Clermont FL. Pic of the Glider is attached. It's an L-23 LET.”



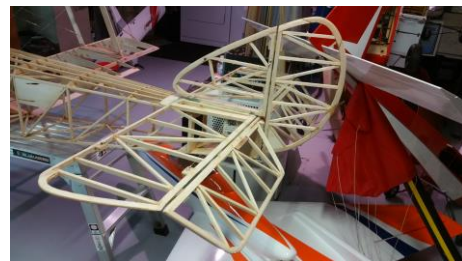
Pup Adoption

by Tim Ryan



When John Millie and Scott Kuhn asked me if I'd be interested in helping disassemble and load up a giant WWI airplane, I said, "Of course, yes!" John had bought it from a friend of Scott's, and it was hanging in his workshop, as a display piece. By the time John and I got there, Scott had lowered it from the ceiling and it was sitting on the shop floor. To me it looks gigantic; 9' wingspan, 23" wing chord, the cowling was over a foot wide. It looked like it was 40 years old, with yellowed glue joints, stained balsa, and covering that looked like painted burlap. It was held together by the flying wires and taking it apart to transport wasn't too bad. It barely fit in John's van.

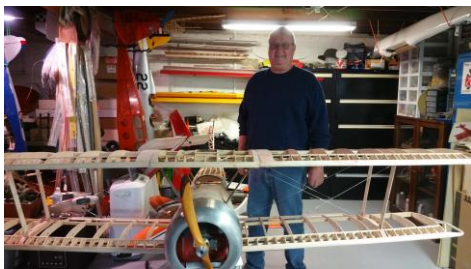
John spent the next few weeks stripping all the old covering, reinforcing the glue joints and installing lite ply to strengthen the airframe in critical areas. John contacted *Balsa USA* for new flying wire hardware and a scale landing gear kit. The folks at *Balsa USA* thought this Pup sounded too old to be a *BUSA* kit, but it may have been built from their plans back in the day. John asked if I would be interested in assembling the landing gear kit, and I said I would. The size of everything on this plane is on a scale I'd never seen before. So now it was time for me to get familiar with structural soldering, and eventually I got them together. I also ordered a 1/3 scale *Vickers* machine gun kit and a *Clerget 9B* dummy rotary engine from *Nick Zirolì*.



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Pup Adoption Cont.



John asked Scott and I if we would help with the recovering process, and we said sure. John ended up ordering (5) 5 meter rolls of covering from *BUSA*, and a set of decals. Over several day's work, the monster was fully covered and decorated. It's hard to imagine it's the same plane we stuffed into John's van back in December. It's not quite finished, but close. The goal is to have it at our inaugural *WWI and Golden Age* fun fly in May.

Keep 'em flying! Tim Ryan



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Pup Adoption Cont.



NOTE: Wingspan is 108", engine is a Zenoah G62 swinging a 27" X 6" prop. Ready to fly weight will be between 32 and 33 lbs.

Ode to Spring

By Rene Mayo

*Today is the day to celebrate the end
Of winter, snow, and brutal wind.*

*The floods have come and will make driving a pain
But at least it is not with driving rain.*

*The rivers are retreating and the grass is greening
Let's just hope that Lake Clemetson is also receding.
The time has come for winter projects to take flight
With warmer temperatures of winds so light.*

Happy first day of SPRING!!!

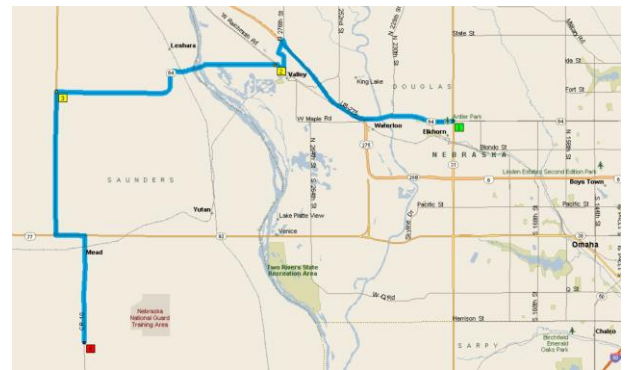
Flood Detour & Membership

By Nelson Carpenter



The recent floods have impacted us in many ways. More so for those whose property was destroyed. Sadly, this flood included the loss of lives. Our inconvenience driving to *Mead Field* from Omaha and back pales in comparison.

The flood detours we must now take will last weeks into months. From Omaha to *Mead Field*, there is a detour route available that isn't too bad and is doable. From Hwy 275, take Hwy 64 west out of Valley across Platte River bridge to Hwy 77 then south to Mead. That would be much shorter than other detours and take roughly 35 minutes starting at 204th and West Maple St. I'm reminded by some of our Lincoln members that their drive time has always been 50 plus minutes - "so what's the beef?!"



Hopefully most of our Omaha membership will accept the detours, and not drop out of the club. Keeping your membership and continued support is important. As **Dean Copeland** points out in his column, we usually bring in just enough dues yearly to meet expenses. So if any of you are thinking about leaving, please reconsider. Travel will eventually get better. Further, Mead is in great condition following winter. The scheduled *Fun Flys* will still take place.

See you soon at *Mead Field*!

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Phoenix Flyer

by Bernie Baker



snow (*seriously*).

I was fortunate to find a great RC field within 25 minutes of where we were staying. I emailed the club president, **Lou Pfeifer**, to ask if I could fly as a guest, and he agreed. However, he said he needed to be there to serve as a spotter. Their airfield (*Sun Valley Flyers*) is on the approach to a small airport and all RC pilots must have a spotter. He's at the field many mornings during the week, so coordinating our times was easy.

The first morning I flew was cool (*low 50's*), there was a cross-wind, and I was pretty rusty. Everything started off well but my landing was rough and I ended up getting my P47 tangled up in the plastic safety fence. I broke off a wing mount, so I was done for the day. Fortunately, I'd brought some epoxy with me for just such a situation, but I didn't have it with me. I was able to get repairs made fairly quickly once I got back.

Due to family coming in, I wasn't able to get out again for more than a week. However, the weather had turned much warmer by then, and there were several "*top ten days*" in row. This time, luck was with me. It was a beautiful morning, light winds, and the flying was great. I got in several flights and had a good day.

The members of the *Sun Valley Flyers* (<http://sunvalleyfliers.com/>) are a great bunch of guys. I met about 8-10 of them during my time there. There are over 200 members and their paved runway is 600' long and 60' wide. They had a great event at the end of January with over 90 pilots and more than 100 aircraft that highlights their field. Lots of turbines. Click on the *Winter Warbirds* video on the attached to see. <http://sunvalleyfliers.com/ccurrent-eventss/>

I'd do it again if I got that chance. A great way to escape Omaha's brutal winters (*especially this year*).

Bernie



Mead Field Weather Station

<https://www.wunderground.com/personal-weather-station/dashboard?ID=KNEMEAD2>



ELECTRA - STRETCHED

Submitted by Larry Inness



I became enthused about electric sailplanes after watching Loren Blinde and Rene (last name?) fly their sailplanes with long wing spans and graceful flights. I found a *Carl Goldberg Models Electra* kit on-line and bought it. After looking over the plans and realizing the mere 78" wingspan, I decided to

modify the kit to 112 inches wingspan and add ailerons. I also wanted to straighten the wing with no polyhedral. The only way anyone would recognize the *CG Electra* would be by the lettering on the side of the fuse. My wife wanted to name it "*Focus One*" because she thought it looked futuristic with the graphics I made. Nelson used his talents with the web site, "*Do It Yourself Lettering*" and decided the font should complement the name. Pictures tell it all, and I hope the maiden is successful. Thanks to all of you for the inspiration.



I have other builds on my web site - www.linness.com

See you at the field.



Giant Scale P-47 Thunderbolt

By Jim Henley



Wings on the P-47 have been joined and the bottoms sheeted along with the ailerons and flaps. The aileron and flaps are built as part of the wing structure then removed after all the sheeting is in place, to have the leading edges mounted and shaped in preparation for *Robart* hinge points.

I have both gear mounted temporarily, but they still need the final adjustment and testing. Aileron and flaps are built and in the process of hinging. Still left to finish are cutting open the servo access locations and mounting the servos to the hatch covers.



Western R/C
Flyers



~ Western R/C Flyers Event Schedule ~

Schedule for 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. Membership Application 2019

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ Dues Paid: \$ _____

2019 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