



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

August 2017 Issue

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A Word from the President



Summer is going by fast folks. Have you been flying as often as you'd like? Sure hope so. I do know that the field has been getting good use several days a week.

With the lack of moisture, the grass of our runway and pit area has just about gone dormant. Mowing every week hasn't been necessary, but the crew has been on top of it and mowing as needed.

Coming up in very soon we have our long running **Bud Hall Large Airplane Fun Fly**. It is scheduled for Saturday August 26th with the rain date next day. The fun fly is for airplanes that are 1/4 scale or have a minimum wingspan of 80" if monoplane; and minimum 60" multi-wing. The **Bud Hall** has been the club's premiere annual event for years. This will be the 28th annual **Bud Hall** event. Also, the Old Timers/EP Gliders on Saturday the 19th.

If anyone has hobby and/or club related photos, Nelson would sure appreciate receiving them for the newsletter. Articles for our newsletter are also welcomed. Hobby related mind you - no political rants. Ha.

Side note - folks be certain not to fly west of the runway over the long white building, and definitely not over the university's facility on other side of the building. We want to be safe and not a distraction to them.

See you at the Field!

~ Rick Miller

Next Meeting: TBD



Vice-President's Corner



Had a couple of days of good flying lately. The weather has been better. I got a new *Timber* and it is a fun plane to fly. Also found a home for the 1.20 FS that was on a plane I no longer have. Got a fun fly to go to on weekend of Aug 12th so need to get things ready. First, I'm going to test out the plane today. It's an *Escapade 61*. I think I am the third owner. That's all for now, everybody get ready for the Big Bird Fun Fly the 26th.

Fly 'em!

~ Rick Haneline

Treasurer's Report



Nothing new to report, nor any significant changes to our club's assets. We have a really low overhead cost with just the monthly bill for the porta-potty and the gas needed for the mowers. Our club is very fortunate in that regard.

Keep up the good effort maintaining the field's clean condition free of trash and leaving everything orderly. That image has made a difference with our relationship with the university and ability to continue at *Mead Field*.

Don't miss our premiere large plane fun fly coming up on August 26th!

Your Treasurer ~ Dean Copeland



Bud Hall Circa 1986

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

Right Place, Right Time



One of *Google Earth's* satellite passes happened to catch our *Mead Field* being well used. The date was actually 6 May 2017, a Saturday. Not the 5th as stamped.



*Western R/C
Flyers*

Round the Skunkworks

By Tim Peters



Hopefully the newsletter will include some pictures from my recent workshop disaster; you may find them difficult to view. I apologize in advance for the content of the photos; some of them may be very disturbing. Somehow a weapon of mass cleanliness was detonated in the *Skunkworks*. It had to have been the North Koreans--they have had it in for me ever since I started my airplane drone project a few years ago. I am sure that the fallout will be felt for months; already I cannot find such important items as the reels for my control-line airplane wires or the high-start rubber for my gliders.



Kidding aside, the *Skunkworks* has undergone a cleanup this month--something that has been needed for years. Building projects have been cleared from the work table and my 70-year-old wood workbench received a new fresh surface along with a fluorescent light fixture. One workshop feature that I want to mention is the *Ace Multi-Charger* that I have had for about 25 years. It sits on a table and is used to charge up to (4) NiMH receiver batteries and (2) transmitters simultaneously. Each charge output has a switch that can be set for either full charge or trickle charge. I have four receiver batteries that I use in my airplanes; one is a 4200 mAh pack, the others are 2000 mAh. I don't keep the batteries installed in airplanes anymore, I just put them on the multi-charger and install them in whatever aircraft I want to fly. After flying I remove them, put them on a full overnight charge and then switch back to continuous trickle until needed. Unfortunately the *Multi-Charger* is no longer available for sale.

Enough with the cleanup discussion already, there has been too much other fun going on this month. I purchased a mini fpv quadcopter called QX-95 from *Banggood*. This little guy has a built-in *Spektrum*-compatible bind-and-fly receiver along with the quadcopter controller and video camera/transmitter. I have had a blast flying this using fpv goggles over at the *Lake Zorinsky* field. The model is just light enough that if you get into trouble, just cut the

throttle and let it fall into the grass--no damage. The fpv experience flying this is a whole lot of fun. The only downside is that the copter is so small it can be easy to lose in tall grass. I am planning to install a buzzer/beeper on it to make it easier to locate. Check the photos.

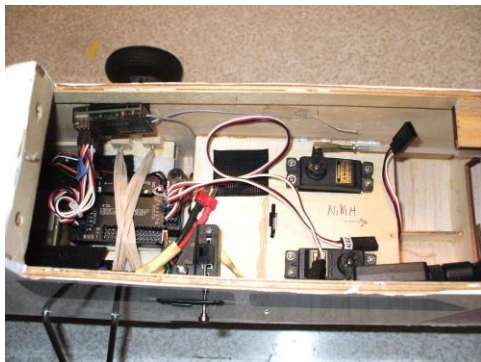
Another big project I have spent time on is the previously-mentioned airplane drone. This is a Sig Sealane (sea plane) converted to amphibious operations using tail-dragger landing gear. It is powered with an OS 46 (nitro) motor and contains an APM autopilot. (*Search the web for APM autopilot for more information.*) The complete set of electronics includes the APM, a GPS/compass module mounted on the top front of the fuselage, a *Futaba 617 FASST* receiver, *Futaba* servos and two flight batteries. One is a 2000 mAh NiMH battery that powers just the servos. A 1200 mAh Lipo is used in conjunction with a controller to provide regulated voltage for the receiver, APM, and GPS/compass. I created a flight plan consisting of several waypoints at the Mead field and did one test flight in mid-July. It was really windy that day and the drone had trouble reaching the waypoints (*but at least it didn't crash*). Back at home I re-worked several items including the gps/compass location and will make another attempt soon. There is a radio link (915 MHz) between the aircraft and a laptop computer on the ground. The radio link allows fine-tuning of the APM without having to remove the wing from the airplane--it makes things a lot easier.

All for now.



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Round the Skunkworks Cont.



Group Photo from Up Top



Photo clip from video taken with *Mobius* videocam mounted to Nelson's *Phoenix 2000* in a steep climb-out following hand launch by Larry Woscyna in bottom of photo.

View and Listen

Excellent *YouTube* video with present day restored WWII and later military aircraft. When viewing, be sure to have your sound up to hear the recipis.

<https://www.youtube.com/watch?v=SR7zYvUPep8>

*Western R/C
Flyers*

Old Timers/EP Gliders Fly

July 15, 2017

We had a good day for our monthly flying of old timer airplanes and electric powered (EP) gliders. Flyers from Lincoln, Omaha, Council Bluffs, Bellevue and surrounding area joined us. The old timers were flown for a while, and then out came the EP gliders. If you never tried flying either an old timer or EP glider, you are missing out on some "relaxing laid-back fun." Come out and see what it's all about. Next gathering is **Saturday August 19th**.



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Old Timers/EP Gliders Fly Cont.



Cont. Page 7

Old Timers/EP Gliders Fly Cont.



SATURDAY AUGUST 19TH

OT/EPG



~ Old Timer and Electric Glider Fly ~
~ Every 3rd Saturday of Month ~

Join the fun!

*Western R/C
Flyers*

Retro Thermal Sailplane

By Loren Blinde

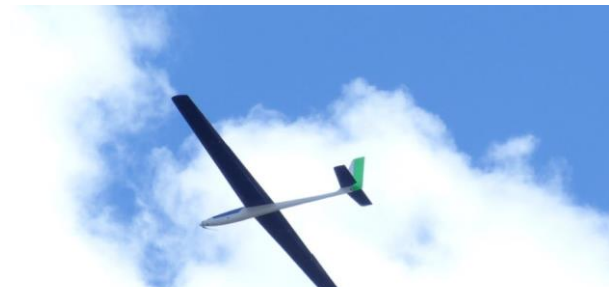


It's a *Dodgson Designs Lovesong*. Thermal sailplane from the 1980's converted to modern day electric. 132" span and MVVS 4.6/840 motor on a 4-cell battery and 14x9 folding prop. It will climb vertically. Also has an ALES (*Altitude Limited Electric Soaring*) gizmo that cuts off motor power at 200 meters altitude or 30 seconds run time, whichever comes first. This combination takes about 25 seconds to reach 200 meters, so it is a good fit for the event. Has 4-servo full span flaps / ailerons with enough camber and landing mixes to make an old man pay attention while flying.

The plane is also a testimonial to the rewards of surfing *EBay* while drinking beer, which is how the partial kit was obtained some 20 years ago. I built a *Dodgson Windsong*, predecessor to the *Lovesong*, back in 1984 while watching *MTV*. It was THE hot ticket in soaring, so this was a chance to re-live a bit of personal history. Although the design seems to have aged much better than *MTV*. No record scratching, hippity-hoppers here, this thing is a pure *Stray Cats* video come to life :-)

Loren

NOTE: Photos are of Loren's Lovesong thermaling over Mead Field this month.



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 July 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.....

July 3, 1943
Mission 26

I was on another mission today. Bombed an airfield in Sardinia. Lost one B26 and crew over target. I got seven holes in my ship. 192

July 17, 1943

Our bombers are out on another raid today. I went swimming at the beach in Carthage. They bombed Naples. Col. Greening, Maj. Diamond, Stratford, Wilson and 2 others all went down. All was seen to bail out. The group lost four ships.

My Mom passed July 22, 2017. I'm sure they are reunited again.






OMAHA NEBRASKA
AMA 857

28th Annual Bud Hall

Large RC Airplane Fun Fly**

- Required Min. 80" Mono - 60" Multi-Wing - or true 1/4 Scale -

Mead Field* Saturday Aug 26th

Fee \$10 - Lunch/Soda
~ AMA Sanctioned Event ~



AMA Required to Fly - Wide Open Space - Large Runway - Easy access Pits
* Located 3.7 miles S. of Mead from Sinclair station on Hwy 92. Watch for signs at field entrance. **Non-scale airplanes allowed.



NAMFI at Owatonna

By Dave Kelly



Northern Alliance Military Fly In (NAMFI) held its annual fun fly over the weekend of August 11th in Owatonna, Minn. My grandson, Cameron Ballard went with me this year. His older brother Brayden was unable to make because of school activities starting up already. He was missed, but Cam and I had a great time.

The weather was perfect all weekend. Light and variable winds. Low fifties overnight, sunshine and upper seventies in the daytime. Very good showing of high quality aircraft and pilots. Banquet on Friday evening was impressive. Thick cut Prime Rib, the biggest ears of sweet corn known to man, new potatoes to round (me) out the meal. My My My, it was wonderful.

One hi-lite was Hazel Sig's full scale Cub landing at the field, and after a few hours departed. Another was the World War 1 fighters. 14 BIG beautiful Dawn Patrol aircraft in the air at once was pure joy to watch. 1/2 scale, 1/3 scale, and a quarter scale. It was awesome to watch.

The NAMFI event continues to get bigger every year. Hope to see more of you out there next year.



Photos by: CAMO AKA - Cameron Ballard



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NAMFI at Owatonna Cont.



*Western R/C
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Memphis Belle at Owatonna



By Dave Kelly



Memphis Belle flew twice. Once Friday and again on Saturday. Friday was most of the day on my back tweaking some minor problems (*minor because they were found on preflight, it could have been major issues in-flight*) on Miss Belle. The flight on Saturday was interesting. If it's on video somewhere it could be used in a Hollywood production, or double from the scene from the movie *Memphis Belle*.

On takeoff, number three engine rolled back to a stop, just as she lifted off. The only thing to do was complete the take off. She climbed out well, considering one engine out. Once up on the downwind, I made trim adjustments for the adverse yaw. The performance was great, and was even able to comfortably fly on reduced thrust of the remaining three. Trimming helped settle my nerves and we made one fly by. Turning crosswind we put the gear down, and partial flaps with still no big performance loss. My first approach I felt was going to be too high so I abandoned it and went around. My next setup looked normal and once we knew it was all good, and field was made, I trimmed the engines to shut down.

A nice gentle touch down, and normal roll out was looking good. Just prior to stopping the axle bolt on right main backed out of the thread, and the wheel went rolling away. The stiff leg skidded on turf and stopped the Belle about a 45 degree line from center line. Initial inspection shows no damage to gear. Lean number three engine is suspect for engine out.



Memphis Belle crew includes Dave Kelly, Dean Copeland and Jim Henley.

NFM Hobby Shop



The other day we were in Nebraska Furniture Mart looking around. When we walked into the part of the store containing home décor, something caught my attention as being out of place. Yes, the Sig Skybolt RC airplane seen in the photo I took above. What about knocked me off my feet was the price tag hanging from the wing. It read \$1,799.99 and that was no misprint. - Nelson



FLASH BACKS

AUGUST 2007

Taking you back 10 years ago, the *Western RC Flyers* had two flying sites. Our current one at Mead, and the original site 1 mile west of Springfield. We had to abandon our Springfield site, leaving us with Mead Field which we've had since the mid-80s. Within the August 2007 newsletter were the items found on this page. This will bring back memories for us long-time members, and show what it was like to our newer members. -Nelson

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

An important cog in our club for many years was **Bob Burt** who is greatly missed. He ran many club events and helped maintain the two fields. Not to mention that he was an outstanding builder. Bob liked "old timer" airplanes and put on the club's Old Timer Fun Flies. A few of his old timer airplanes are still flying the skies of Mead. Below is an article that Bob wrote for the August 2007 issue of Tailspin.



Why Old Timers

By Bob Burt

Why Old Timers? For those of us that were lucky enough to be born in the 1920s and 30s, the golden age of aviation, and did not have all of the modern day distractions, it was a time of discovery.

We started out with paper airplanes, then 10 cent balsa gliders. Or we flew pasteboard planes cut out of cereal boxes. When we could afford it, we would build rubber powered planes that were a wonder to us



because we had to carve our own props.

Wow! Was that ever a new experience.

As we got older we saved our money, lots grass cutting with an old push mower, and bought our first engine.

The power of those engines, when we could get them to run, was marvelous.

We could at last build a plane that would

go fast and climb high. Then things really got interesting because this created a new set of problems. Cub fingers to start with and then how to limit the engine run. We did manage to build small tanks. Trimming

was another problem. Engine off-sets

and rudder trim would give us a nice

spiral climb and a nice circling descent.

Thermals would take the plane out of

sight, and so would the wind if you

couldn't keep up with it. We would run

after the plane, or jump on our bikes and

peddle as fast as we could while trying

to keep one eye on the plane and the other on where we were going.

So it is nostalgia that now has us flying some of the same old airplanes.

Now that we are older and can't run or ride our bikes in pursuit, we

depend on our radio control to hopefully keep the plane in sight, and

land it a lot closer and without damage.

So if you want to see a bunch of old guys still living our youth, come

join us for one of our OLD TIMERS FUN FLYS.



Below is a photo that I took one evening at our Springfield flying field. That was August 2007. Yes, the picture was posed and we were having fun with it. That's club member **Jim Drickey** (now of Longville, Minn.) flying the para-plane in across the threshold and a landing on the runway. If truth be known, see other photo at bottom of this page that reveals that it was a manned 1:1 aircraft. - Nelson



NOTE: See close-up photo of Jim Drickey's powered parasail on page 5 below. Pay particular attention to the detail and scale-like appearance of the pilot.



One evening in July, Mel the powered parasail flyer dropped in on our field to pay us a visit. He used the entire field to launch back into the air.



Mead Field Pics

July/August 2017



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Mead Field Pics Cont.



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Mead Field Pics Cont.



Cont. Page 17

*Western R/C
Flyers*

Mead Field Pics Cont.



*Western R/C
Flyers*



~ 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 27th.

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