



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

August 2020

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### A Word from the President



(No Report)

*Let's go fly!*

*~ Rick Miller*



### Vice-President's Corner



I haven't been doing much lately. The weather has been too hot for me most of the time lately.

I've got my 4-Star ready to go. Just need to start feeling better. The *Bronco* is getting closer too. I hope you all have been doing some flying.

*Go out and fly!*

*~ Rick Haneline*



## Treasurer's Report



Not much happening in the treasury, we stand at 52 members for the year. Welcome **Marvin Goldberg**.

Expenses are minimal, mostly field maintenance and equipment, thanks to **Mike Lawver, Loren Blinde & crew** for the fine job of keeping the field in such good shape. However the lack of rain has not been our best friend.

For all of you that have braved the heat, hang in there winter is only a few months away. The few times I have been out flying I find that we are doing pretty good with the distancing and being safe, please continue to do so and just maybe we will all strive this nasty virus. With that said smooth landings and hope to see you all sometime this summer.

*Your Treasurer* - *Dean Copeland*

### Mead Field Weather Station

Weather conditions reported by Weather Underground. Station is installed at ARDC Farm/Facility Shop adjacent to field.

<https://www.wunderground.com/dashboard/pws/KNEMEAD2>

SEND ME A PHOTO OF YOUR LATEST, OR OLDEST, AIRPLANE. A ONE LINE DESCRIPTION IS ALL YOU NEED IF NOT WANTING TO SAY A LOT ABOUT IT. I WOULD LIKE TO RUN THESE IN THE NEWSLETTERS. THANKS, NELSON

(DON'T IGNORE THE VIRUS. IT'S REAL.)

*Western R/C  
Flyers*

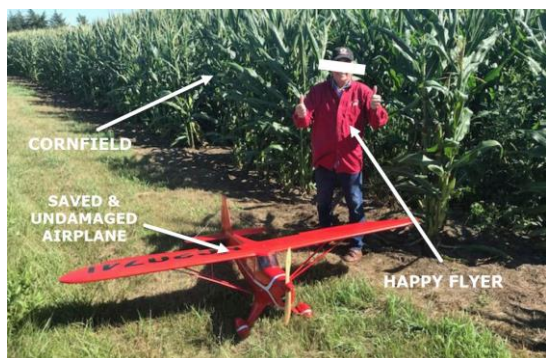
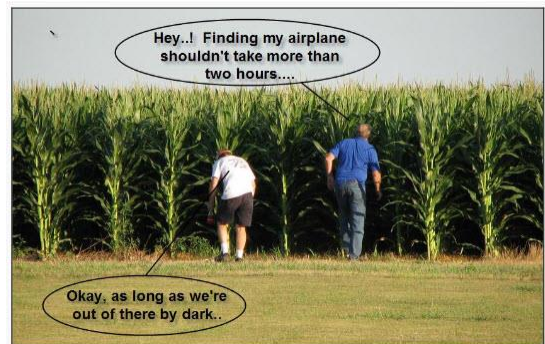
## Things of Possible Interest

by Nelson Carpenter



**DOWN IN THE CORN** - Those of us who have flown next to cornfields for many years, know that it is not a pleasure trip going through the cornstalks looking for a downed airplane. This flying season we've noticed that the corn appears to be densely planted. That could make being in the corn very dangerous. Including the chance of getting lost and heat stroke.

So be careful flying over the cornfield. Try to keep high and do your best to stay close to the flying field. If you do go down in the corn; with luck your airplane will survive and you'll find it. Yet if you are alone and must go into the corn, make sure someone knows. Recently on July 27<sup>th</sup> three nameless club members learned what it is like being in this corn. But they did find the plane and it survived undamaged.



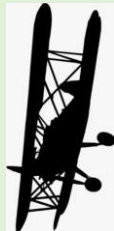
# WESTERN RC FLYERS ROSTER

## Current July 30, 2020

	<u>2020 Members</u>		<u>AMA</u>
1	Dean	Howard	11936
2	Jacob	Brown	596446
3	Jim	Hoff Jr.	858014
4	Skip	Brown	90624
5	Don	Pieken	491585
6	Galen	Lillethorup	
7	Tim	Peters	41409
8	David	Kelly	113940
9	Tim	Ryan	1151475
10	Loren	Blinde	91210
11	Tom	Wild	129512
12	Jack	Wilhelmi	N/A
13	Paul	Edmunds	921
14	John	Millie	390177
15	Doug	Clemetson	1079758
16	Mike	Lawver	1010979
17	David	Reiber	281
18	Bud	Mitchell	747892
19	Jack	Barry	741022
20	Jud	Bock	558416
21	Rick	Miller	5906
22	Nelson	Carpenter	5730
23	Earl	Pollard	865026
24	Tom	Floyd	130852
25	Dean	Copeland	700148
26	Steve	Rasmussen	1086761

	<u>2020 Members</u>		<u>AMA</u>
27	Ron	Pacana	96202
28	Carroll	Jolly	847183
29	Frank	Trouba	54712
30	Richard	Jonas	997091
31	Rene	Mayo	1038588
32	Dennis	Bender	916241
33	Rick	Haineline	445993
34	Bob	Wheeler	775001
35	Jim	Henley	816592
36	Brian	Peterson	112922
37	Larry	Bailey	632167
38	Larry	Inness	883391
39	Bernie	Baker	928732
40	Skip	Prusha	333250
41	Rich	Tiller	640635
42	Jim	Simonitch	108012
43	Mike	Vlcek	101775
44	Michael	Watson	794778
45	Rick	Sessions	105968
46	Matt	Meyers	846688
47	James	Mather	828463
48	Scott	Kuhn	509990
49	Jeff	Jacobs	422320
50	Rich	Walker	923881
51	Larry	Woscyna	1061039
52	Marvin	Goldberg	6768

### TAILSPIN NEWSLETTER BACK ISSUES



[http://www.metrorcflying.com/metro\\_newsletters.htm](http://www.metrorcflying.com/metro_newsletters.htm)

### Aviation Weather Forecast at Wahoo Municipal Airport, Nebraska

<http://www.usairnet.com/cgi-bin/launch/code.cgi?Submit=Go&sta=KAHQ&state=NE>



# Lost Model Alarm

Submitted by Loren Blinde



We've been fortunate the past few years with crops around our field being mostly beans and wheat. But this year we've already had several corn based plane hunts and it's still a long season ahead. It's gotten so bad that I've quit buying ethanol at the pump and drinking corn based Busch Light in hopes of making a market impact on corn production. But those actions (*at least the ethanol*) will take time to have any effect.

In the meantime, I've been exploring the possibility of using a *Lost Model Alarm*. I've ordered a few on eBay (*Apex RC*) and from *Hobby Town (Protek)*. *Banggood* had them as well if you want to wait for the slow boat from China.

They are an inline device that you plug into any channel you are using. That's important because it's a lack of signal activity on that particular channel that eventually triggers the alarm. After one minute of inactivity, or 30 seconds on the other brand, it emits a single beep every 3 to 5 seconds. This continues for one minute unless interrupted by activity on the chosen channel, which resets the timer. After another full minute of inactivity and single beeps, it goes into an 8 beep, non-stop cycle that continues as long as there is enough battery to provide power. The *Protek* unit lists current draw as 1-35 mAh.



The alarm volume on either unit was disappointingly low, I was hoping for much more. Neither was as loud as a typical onboard battery voltage alarm. Couple that with the unit being inside the plane and you would need to be somewhere near to have a chance of hearing it.

The alarm volume on either unit was disappointingly low, I was hoping for much more. Neither was as loud as a typical onboard battery voltage alarm. Couple that with the unit being inside the plane and you would need to be somewhere near to have a chance of hearing it.

Important as well to select a channel that actually gets used. The ones used to rotate the pilots head, turn on the lights, release the towline or even operate the rudder (*for some of us*) would not be good choices. This then leaves you inserting the device into one of the "important" channels.

They are not expensive, 4 to 8 bucks each depending on how you buy. But for those of us with a lot of planes, that's a lot of gadgets to install. Swapping them as needed would require reasonable access to the receiver, or adding more accessible servo extensions to each plane. But remember, it's the one you didn't install that will end up in the corn.

I do have one recent anecdote at the expense of a good friend. His plane was lost somewhere SW in the corn. He borrowed a drone with a video link to his phone. It worked perfectly, allowing him to find his white plane, only to discover it was actually his own white shirt, not the plane. So the moral of the story was to make his next plane dark green and avoid such confusion in the future.

# Worth Viewing



This video should hold your attention with WWI flying, the warriors, and their aircraft from that era. Run time 1 hr 39 min. Thanks for finding it Larry Woscyna.

<https://www.youtube.com/watch?v=cY1GM3VlyF8&feature=youtu.be>



XF-85 Goblin Parasite Jet Fighter

The *McDonnell XF-85 Goblin* parasite jet fighter was a radical effort to supply post-World War II strategic bombers with jet fighter escorts by placing the escorts inside the bombers for range. From the *Airailimages* channel on YouTube: <https://youtu.be/PFZiLPX5zo0>



Our glider guys (*and gal*) know of John Woodfield RC Gliders on YouTube. Here is a latest video of him flying off cliffs in *Cornwall, Great Britain* all should enjoy. <https://www.youtube.com/watch?v=vrttckT8kNA&feature=youtu.be>



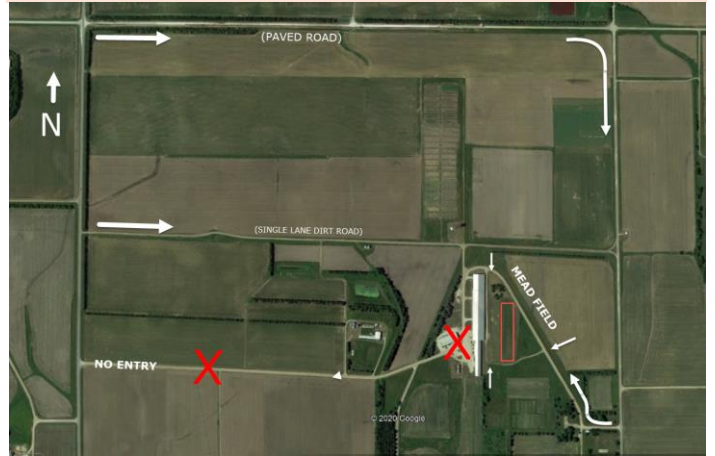
# FLASHBACK AUGUST 2010



Mead Field Old Timer Airplanes Third Saturday of the Month

## MEAD ACCESS ROADS

- This message is a reminder of which roads should be used to access our flying field. Most importantly, do not take the main drive that passes through the ARDC operations area and its buildings. See aerial photo for the roads to use when turning off the north-south highway.



HOPEFULLY YOU NEVER NEED IT..... BUT A FIRST AID KIT CAN BE FOUND IN THIS BOX.



# Bearcat Revival

Submitted by Bernie Baker



While not repairing wear and tear (or worse) from the flying season, I've been working on a *Marutaka* (Royal) F8F Bearcat that's been sitting in my workshop for a number of years. Before getting into the details, some history would be in order. The *Bearcat* was the second aircraft to fly as part of the *Blue Angels* (the *Hellcat* being the first). Larry Inness and I built two of these a number of years ago in the 1948 *Blue Angel* color scheme. Due to pilot error (mine!), the duo didn't last long with me crashing that first year.

This year I decided to try again having learned a few things (I hope) about building lighter models. Instead of going with the same color scheme though, I opted for an all-yellow *Beetle Bomb* that also flew with the *Blue Angels* for a few years. The *Beetle Bomb* played the role of a *Japanese* fighter and the other aircraft would attack it.



The first version of the *Bearcat* I built was too heavy, required lots of nose weight, and was not stable due to a stubby wing. I decided to try some changes in the design to offset some of those problems (and will likely introduce other issues). I extended the wing 6" starting at the root. This adds a fair amount of wing area that will hopefully make it a little easier to fly. I've also extended the nose by 3/4", which I hope will reduce or eliminate the need to add any nose weight. In addition to extending the nose, I used 3/32" balsa for sheeting the fuse instead of 1/8". I'm not sure how well these changes will work out, but it should be fun to find out.

Hopefully next month I'll have a finished model to maiden.

Keep 'em flying



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# ARF Does Not (Always) Start with a "B"...

Submitted by Tim Ryan



*Kangke Industrial USA, Inc.* is a supplier of high quality semi-scale ARF models. I now have 3 of their *Golden Age* era airplanes. The first one I acquired from *John Millie* a couple of years ago. It is a beautiful *Howard DGA-12*, with a 95" wingspan. *Kangke* calls this a 1/4 scale, but it is actually much closer to 1/5. I powered this 17 lb. cabin cruiser with an *O.S. GT33* (cc) gas engine swinging an 18 X 10 *Xoar* prop. This combination will pull the *Howard* with authority, allowing for 200' diameter loops. I also have a transmitter switch set to enable the flaps to act as full span ailerons, giving very good roll authority for such a big plane. Flown at half throttle, The *Howard* looks and behaves much more scale.



Last month, I acquired a *Kangke* models *Rearwin Speedster*, also from *John Millie*. The model is all cream colored with red accent stripes. The black number and name decals that come with the kit were not present. It also was sporting a blue tinted skylight. I have to say, the airplane as it sat was not very pretty. I saw a video of this model on *YouTube* where the owner had replaced the skylight covering with red tinted film, and the lettering and name decals with red vinyl letters and numbers. It did a lot to help make the appearance more integrated, so I copied the idea and ordered custom vinyl lettering from *DIYLettering.com*. I have to say this outfit does a fantastic job, and I am very happy with the results.



This model is a true 1/4 scale with a 96" wingspan, and should tip the scales at about 18 lbs. It is powered by a *Brisson 3.2* (52.5cc) gas engine with all electronic ignition, swinging a 22 X 8 *Xoar* prop. This is more motor than I would have installed, but that is what was in it, so who am I to argue? I have not flown it yet, as I am waiting on a spinner from *TruTurn* and need to complete weight & balance once that is installed. It should be a spritely performer.

The third *Kangke* model I acquired last month as well, and is a 1/4 scale *Monocoupe 90a*. This one needs quite a bit of work, so I will save that for another *Tailspin* issue.



# MY JARHEAD PLANE....

Submitted by Rick Haneline



My latest airplane is a *Motion RC OV-10 Bronco* in *US Marine Corps* paint scheme and markings. I don't know why I bought it knowing those two *Jarheads* **Larry Inness** and **Bernie Baker** are going to be at the field when I fly it. ....Go Army!

Oh well, it has a 55 inch wingspan and uses two 4S batteries for the twin EP. Lots of detail for an ARF. I'm still assembling, although it didn't come with any instructions. You have to go on *YouTube* to learn how.



# ON THE ROAD AGAIN!

Submitted by Dave Kelly



Over a three day weekend July 24<sup>th</sup>, I attended the *Casper (Wyoming) Airmodelers Annual Fly In*. Naturally, I took *Belle* with me and flew it at the Fly In. The event was well attended and some great flying aircraft were there. My brother **Larry Kelly** went along and provided ground support as well as helped with the drive to and from. This was just one of several events I hope to take *Belle* this year.



Photos Courtesy of Oil City News

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# Curtis Jenny Build

## Part II

Submitted by Larry Inness



The construction of the *Jenny* is moving along nicely and I'm still allowing myself enough time to get to the field and fly.

This *Arizona Model* kit is a very detailed kit as I understand most of them are. I have not spent as much time on any other kit as I have on this one with the instrument panel, cockpit, and the OX5 engine detail. The *Eflite 180* electric motor and *Castle ESC* are installed. The pull/pull systems are installed for the elevator and rudder which are connected to the rudder pedals and joy stick in the cockpit.

The wings will be constructed and joined together with "N" struts and cables as a "box kite system" for easy field assembly.

I have not chosen a color scheme so if you, as the reader, have a good idea for me, I will consider it. Thanks and enjoy the flying season.



# Cessna 310 Maiden Complete

Submitted by Tim Peters



You may recall I've been assembling a 'Top Flite' Cessna 310 twin-engine model. Technically it's an 'ARF' but there are a lot of details that go into completing the plane. It's taken about 3 months for the aircraft to be flight-ready. On the first trip out to the WRCF Mead flying site (Mid-June 2020) I discovered

that the fuel tanks (there are two) were plumbed just 'bass-ackwards' (technical term to describe the condition where the fuel and vent lines are reversed at the tank.) That was too big a defect for me to fix onsite, so I brought the plane home and corrected the tank problem.

On the second trip (early July), after assembling and fueling the aircraft, I found three additional challenges. Shortly after pumping up the Robart retracts and lowering the gear, (I store the plane with the gear retracted, so they have to be extended prior to assembly) I heard a 'psssssssssssssst' noise, which suggested maybe one of the retract gear air-lines had parted ways with a connector. No problem, rather than disassemble the plane and fix the problem, I'll just leave the gear down for the test flight.

After fueling (having corrected the 'bass-ackwards' fuel line issue), the left-side engine would not start. Right engine started and ran great, but nothing from the left. Not being skilled-and-talented enough to attempt single-engine flight, again the plane went home without success.

At home I located and fixed the retract issue. (It was suggested that I use zip ties to secure all the retract air connections, so I did that as well.) The engine issue was due to one of the 'easy-fueler' fuel line connections coming disconnected. Easy fix. I also noticed and corrected a cosmetic issue where one of the engine covers had vibrated loose. (As only the right engine started that day, it won't surprise you that only the right cover was loose, but I fixed covers on both wings.) Now the plane is ready; just waiting on the weather (hot and windy) to moderate.

Thursday July 16<sup>th</sup> was a great morning for flying; pleasant temperatures, light wind from the south and cloudy skies, so Janet and I loaded up the '310' and made the trip to Mead. I invited WRCF members **Bud Mitchell** and **Bob Zitzlsperger** to witness the first flight. (Bud sold me the 310, motors and accessories) Also present was **Larry Inness** and **Loren Blinde**. With the motors now purring, retracts behaving and covers securely attached, the plane did a good take-off and made several circuits around the field. A few trim changes to the elevator (tail-heavy) and ailerons, the twin was throttled down and made a smooth touchdown. The aircraft weight (20 pounds) did not seem to be an issue; it lifted off very gently and handled well even at low speeds.

Sooooo-the third time truly was the charm!



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# Rebuilt Byron P-47D

Submitted by Dean Copeland



The following article is about the rebuilding of a Byron P-47D like the one that I flew at the Byron Air Show for 10 consecutive years. This plane was acquired from the original builder and club member **Dave Kelly** who built it in 1989. I purchased it in 2014, but it has never been flown. The plane was built using *Kraft* servos (*popular equipment at that time.*) All servos were removed and replaced with *Futaba* digital servos. In order to do this access holes were required and some major modifications were necessary, case being the elevator servo was built in place with no means of access. This required removal of existing formers and mounting plate.

Next were the aileron servos which were mounted in the fuse, again all the mounting frame work was removed making more room in the fuse for equipment. Aileron servos were relocated in the wing near the ailerons. All original aileron control rods and plugin assembly was removed from the wing and fuse. Flap, throttle and rudder servos were removed and replaced (*left in original location.*) Retract system was completely replaced with 2 valves and sequencer.

After that comes retracts which is one of the bigger problems. The air cylinders were old and unable to maintain pressure. I had some of the original (*glass filled nylon*) cylinders, older yet but were in excellent shape and worked perfectly. However they are air up spring down. This could be a problem, but will test fly without retracting wheels the first time until plane is trimmed out. Then deal with getting the gear down if a problem does arise. The gear doors are toed-in and wind pressure might prevent them from locking down. The engine has never been run and looks to have had some after run oil in the carb from factory test run. This oil was not solid but very gummy, cleaned and completely rebuilt the carb with all new gaskets. Also modified it by running a tube from the pump vent back into the fuse, this prevents the cowl pressure from affecting the carb operation. Installed the electronic ignition and to my surprise it functioned perfectly right from the get-go. Plane balanced without adding any additional weight.

Air system holds air for several days, another plus. Also in the process of changing the color scheme somewhat to be similar to the one I flew (*which is still in one piece with over 800 hundred flights*) and sold to a guy in Indiana several years ago. Power is a Sachs 70 cc single cylinder gas engine with *PurPower* muffler, same as my *F6F Hellcat* turning a scale four bladed prop This is only one of several planes that I am finally getting around to making air worthy. I have a (*Rearwin Speedster*) built by **Don Neil** many years ago, very large (97") an absolute scale, scratch built, very unusual

construction and in excellent shape don't think has ever been flown (*came from the Bob Hess estate.*) It also will require servo change out and minor modifications to get it ready. Beautiful aircraft. Also in the works is a *Yellow Aircraft* 1/5 scale *AT-6* with much of the same work to be done as the others. Keep posted for their reports. Rebuilding these works of art, it is and always will be a great hobby.

Side note from Dean: "I test flew the P-47 with little to no issues. Going to be a great plane, much like the *F6F Hellcat.*"



# Light Attack Archangel



Submitted by Nelson Carpenter

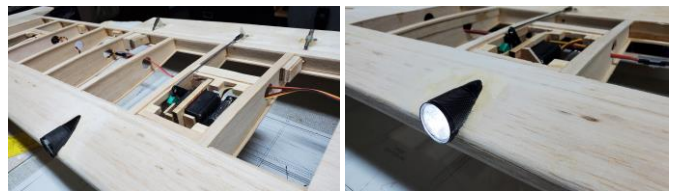


Last month I did some minor work that included making LED landing lights with lever switches; installing Fowler flaps; rigging pull-pull tailwheel, and installing eight servos.

Each wing flap has a setup as described with the photos to the right. Landing lights turn on by a micro switch when flaps are dropped. Lights off when flaps retracted. I had this setup on my *PT-26 Cornell* and it worked well.

Next step will be covering the *Archangel*, and finishing the cabin area including the windscreen/windows. I'm using *SIG Koverall* and then will paint it. **Bernie Baker** and **Larry Inness** have been using the *Koverall* whom I've been relying on for their experiences with it. *Callie Graphics* will complete the build.

Recapping; the *Archangel* was a "bashing" of a *Dynaflite* open cockpit *Fly Baby* kit. I converted the kit using three-view drawings of the *Archangel* and my own building plans (*fuse, tail feathers, and wing.*) Most of the kit parts were used. The wingspan was increased to 85 inches. A twin cylinder 30cc *VVRC* gas engine installed swinging a 19x6 prop.



Underside of wing showing landing light with switch/servo setup. Seen is the servo arm in the landing light off position and Fowler flap retracted. Green lever switch triggers when servo arm rotates outward to drop the flap. LED mini-flashlights were gutted, shortened, rewired, and embedded in wing's leading edge cavity.



Left and right wings have this setup. Two AAA batteries power the LED landing light. Servo arm is in the off position for light and retracted flap. Shown is micro lever switch in normal "open" position.



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## ~ Western R/C Flyers 2020 Event Schedule ~

Club events posted on **Metro Area RC Flying** website calendar. Our dates will be provided to Keith who maintains that website.

[http://www.metrorcflying.com/metro\\_schedule.htm](http://www.metrorcflying.com/metro_schedule.htm)



### **Western R/C Flyers Inc.** **Membership Renewal and Application 2020**

Please print clearly!

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

AMA Number: \_\_\_\_\_ Payment: \$ \_\_\_\_\_

**2020 Dues: \$35** (Renewals must be paid by **April 1**) New \_\_\_ Renewal \_\_\_ (Check One)

Sign Here: \_\_\_\_\_ Date \_\_\_\_\_

**Membership application subject to approval. Current AMA membership is required.**

**Make Checks Payable to: Western R/C Flyers**

Complete this form (new applicants only); current members include AMA number with mailing address; send check to WRCF Treasurer:

Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118