



OMAHA NEBRASKA
AMA 857 - IMAA 284

TAILSPIN NEWSLETTER

August 2014 Issue

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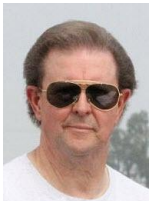
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A Word from the President



The turnout for the *Summer Open House* fun fly on July 14th was great! Thanks to all who came out and enjoyed one of the nicest days we have had this season. The field is in excellent condition, so continue to come on out and take advantage of it.

By the time you read this newsletter, the comment period for the FAA's NPRM will have expired. Hopefully our membership response will have a positive impact, and we can save our hobby from the excessive and unnecessary regulation that the FAA was proposing.

The *Stinson* build is coming along. I have most off the interior pieces completed, all the necessary wiring has been done and the wings and control surfaces have been covered. I need to install the wind screen, side glass and cover the fuselage. Then comes rib stitch rib and perimeter tape. No, it will not be ready for the *Don Neill* event August 2nd and 3rd. But I do hope to have it finished before the end of the flying season.

Don't forget, we have two big events this coming August. The *Don Neill Scale* event and our own *Bud Hall Memorial Fun Fly* for IMAA size airplanes. See calendar.

Let's build and fly!

~ Jim Henley

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

Next Meeting:

7:00PM Tuesday August 5, 2014

Mead Field

- Come Early and Fly -

(...before and after meeting!)



Vice-President's Corner



I had an unfortunate mishap with one of my *Extra 260* at the *Summer Open House*. I found out just how tall the corn was in the field across the road from our runway. You see, the knurly knob on top of one of my transmitter sticks worked itself loose. It made for one heck of a time trying to fly my airplane with the one remaining stick. So yes, it waffled into the 8 ft tall corn. Easily we located the downed airplane and the repairs will be light. Bottom line: check your stick!

Some interesting reading, not to mention photos, in this month's newsletter. Be sure to read **Jud Bock's** column in this issue. It will be enlightening to some of you.

Thanks!

~ Rick Miller

July 2014 Treasurer's Notes



Slowly we continue to get one or two new and or old members joining or renewing and as of this writing we now have 39 members for 2014. At this time I would like to encourage as many members as can participate in *the Don Neill* and *Bud Hall* events that are scheduled in August.

There is no competition but many prizes for the taking. *Best of Show/Pilots' Choice* with drawings throughout the *Don Neill Scale* event. ARF's will be allowed as long as they depict a replica of either civilian or military type aircraft.

I am traveling to "Oshkosh Air-Venture 2014" to acquire all the color documentation and details needed for my 40% Masters Scale Sonex Jet. This will be my entry at *Top Gun* in 2015. While I am there I might just look around at the many aircraft that are beyond anything you can see on any given day. May also take in one of the air shows that they have every day. I have not been to *Oshkosh Air-Venture* for several years and am really looking forward to the trip. The factory that is building the full-size *Sonex Jet* is located on *Whitman Field* along with the *EAA* museum. So I will be killing two birds with one trip so to speak. Hope to see you all at the next meeting.

Your Treasurer

~ Dean Copeland

I WANT YOU!



JOIN WESTERN RC FLYERS!

July 2014 Meeting Notes



Seven (7) members present. Called to order by WRCF President **Jim Henley** 7:00 PM.

Jim thanked all who volunteered to assist with the recent *District IX Fun Fly*, including those who helped with preparing the Mead field prior to the event.

It was moved/seconded/approved to accept the minutes from the June meeting as published in the *Tailspin* Newsletter.

Treasurer's report was presented by **Dean Copeland**. Dean reported revenue (*landing fees + food donations from the District IX Fun Fly*) and recent expenses. It was moved/seconded/passed to approve the Treasurer's report.

Old Business:

Informal discussion about the District IX fun fly: Topics included the day's weather and participation by members from other clubs. *AMA District IX VP Jim Tiller* and his wife were in attendance.

Repairs/Enhancements to safety fence: There could be a concern that a plane could accidentally exit the runway and enter the pits through existing openings in the fence. Additional fencing material would have to be purchased to address this possibility.

Shed Door Replacement: This task is complete. Thanks to the members who helped with getting this done!

New Business:

FAA Interpretive Rule for Model Aircraft released June 23, 2014: **Jim Henley** asked all WRCF members to review the recent emails from the parent organization (*Academy of Model Aeronautics*) and provide a response. To reply, send email or regular mail. Go to <http://www.regulations.gov> and follow the instructions. This is in regard to Docket# FAA-2014-0396, and responses must be submitted prior to July 25. To maximize the impact it is suggested that members get family and friends to comment as well. Letters expressing concerns directed to U.S. Senators and Representatives are appreciated.

Field Mowing: Jim said there is a need for volunteer(s) to mow later in July. **Rich Jonas** said he might be able to assist. It is expected that grass growth should taper off as the summer progresses. Many commented on the excellent condition of the Mead flying site. The new mower works well; there was some discussion on its operation.

Don Neill Scale Event August 2-3, 2014: The scale meet will be held at Bud's Field in Council Bluffs and is hosted by the *Omahawks* club this year. Volunteers from WRCF are welcome; there may be a need to help prepare food on Sunday. Let Jim Henley know if you can assist with this.

Cont Page 3....

July 2014 Meeting Notes Cont...

Tailspin Newsletter: There were comments about the great content of the recent *WRCF* newsletter with complements to *Tailspin* Editor **Nelson Carpenter**. Thanks to **Jim Henley** for getting the *District IX Fun Fly* news and photos submitted in time to be published.

At 7:20 PM it was moved/seconded/approved to adjourn.

Show-and-Tell:

Prior to the meeting **Rick Haneline** demonstrated his **quadcopter's** ability to fly in strong (20+ mph) winds. He also showed the 'Return Home' functionality and the 'Safety Mode' whereby the aircraft maintains a safe distance from the pilot.

Dean Copeland discussed his involvement with the University of Nebraska's RPV program: "*Nebraska Unmanned Aircraft Integration Research and Education*" (NU-AIRE). Flight testing of the aircraft is taking place at the Mead field. According to a leaflet provided at the recent "Air and Space Museum" event, NU-AIRE's focus is on Unmanned Aircraft Systems in Agriculture.

That's it!

~ **Tim Peters**



FAA grants Comment Extension at the Request of AMA

At the request of the AMA, the Federal Aviation Administration (FAA) has granted a 60-day extension for the public comment period (Docket No. FAA-2014-0396) for FAA's Interpretation of the Special Rule for Model Aircraft established by Congress as part of the FAA Modernization and Reform Act of 2012. The 60-day extension establishes the new deadline for comments as September 23, 2014.

In the United States Department of Transportation/FAA notice due to publish in the Federal Register on July 25, 2014, the FAA noted the following:

"On July 16, 2014, the Academy of Model Aeronautics submitted a request to extend the comment period by 60 days, citing the need to "educate the aeromodeling community, clarify the issues, and respond to questions regarding the impact that the interpretive rule has on various aspects of the modeling activity." The FAA agrees that additional time for the submission of comments would be helpful, and therefore has decided to extend the comment period until September 23, 2014. The FAA expects that the additional time for comments will allow the affected community to prepare meaningful comments which will help the FAA to determine what clarifications to the interpretation may be necessary."

Your Action is needed Now!

The administrative rulemaking notice and comment process is the means by which the FAA can address these concerns and make any definitive changes to the rule. Your comments need to be detailed, meaningful, and constructive.

We are asking all of our members and everyone who has an interest in the future of model aviation to participate in this process.

Submit your comment:

<http://www.regulations.gov/#!submitComment;D=FAA-2014-0396-0001>

Club's Open House Fun Fly



Report and Photos by Nelson Carpenter



One count I had 22 flyers and at least that many vehicles parked behind the pits. Every example of RC model was represented, from glider to huge 1/3 size models. With all the events going on that weekend, we had a great turnout of flyers.

Weather was decent for a change, and the winds were down. But the weather didn't prevent any mishaps. Four aircraft went down. One on the south edge of the field, two in the tall corn clear to the east of us, and one came straight down through a tree several hundred feet from the edge of the runway.

Makes you ask the question why in the corn when we have such a large buffer area surrounding our runway, and very few trees and hazards. You already read about **Rick Miller's** crash when he lost that knurly knob on top of his transmitter stick. Guess we could turn that into a "Dumb Thumbs" award, right? Just kidding Rick!

In any event, we all had a good time flying our aircraft at Mead Field during the annual Open House Fun Fly.



Cont Page 5....

Open House Fun Fly cont.



Cont Page 6....

Open House Fun Fly cont.



Building Up-North Country



Get 'er done!Complete that project even if it takes years,get 'er done!

Panel lines and white stripes going on old P-51 build. You can see in pics of completed stuff in hanger. Got another new ARF P-47 in the build room also.

Adolf's welcome to the neighborhood war machine! The *Stuka Dive Bomber*. Easily one of the most recognized airplanes in the world, striking terror in the minds of Europeans circa 1940s. A dive bomber actually made obsolete soon after the war began, but used in the hundreds as ground assault and tank busting duty.

Mine is a *Guillow's* (giant scale of course) stick & tissue set up with GWS geared electric motor, elev. and rudder. All color and insignias done with tissue. The *Guillow's* kits have lots of molded plastic parts that have to be painted color match to tissue can be difficult.

These kits fly well if set up properly, also make nice looking display models. I know the whole new way of thinking in model airplane world is if it isn't 1/4 scale then it isn't worthwhile. But size in my limited hanger capacity is considered. Don't get me wrong I know bigger flies better! Only wish all my models were 1/4 scale. But I'm also on a limited budget. Besides I build lots of airplanes.

This airplane has 33 in. wing (what *Guillow's* calls giant scale) remember they're in the rubber power model business, their world of small. I get great satisfaction out of a build like these, but then I love war birds!

Keep on, Keep 'n on.....

Jim Drickey



Cont Page 8....



July Old Timers/Gliders Gathering

Report and Photos by Nelson Carpenter



Well there wasn't any rain for our monthly old timers/glider gathering. But lots of wind starting early in the morning. It was out of the southeast at 20+ for the entire morning. That kept many of our regulars from coming out to *Mead Field* with their airplanes to join us.

On the other hand, there are quite a few of us who enjoy putting our old timers into the wind. It can be likened to flying a kite. From takeoff to landing, all you have to do is point the airplane into the wind. Jockeying the throttle and adjusting elevator trim, you can literally "park" your airplane in the sky.

My Quaker likes the wind. If I try real hard, it can be taken off and flown to altitude, parked into the wind, and then brought back down in a hover for landing. All without having to circle around and lineup on the runway. Mine is not the only old timer that will do that.

Yes, old timer airplanes really are a lot of fun. You need to try it to at least say that you have. Surprisingly you might find it addicting. And "no" you don't have to be old to fly these!

This month there were eight of us who showed up. Most flew old timers in the morning before we broke for lunch on the grill. **Dick Behrens** provided lunch.

A few electric powered gliders were flown. We all felt sorry for **Ron Pacana** who had his old timer all ready to go, only to discover he left the needle valve at home on the workbench.



Cont Page 10....

July Old Timers/Gliders cont.



RC NEWS FROM LAS VEGAS



It is quite an honor to have a family choose you to sell the motors from their family member modeler who has passed away. **Stu Richmond's** collection of engines is most unusual and in the last three weeks



about 20 of them have been sold. He favored unusual stuff and some competition motors. Some of these are made specifically for him. Should anyone have an interest in an unusual collectable, or in some cases a piece of modeling history, I urge you to check out my list.

Recently the subject of "Hot Charging" LIPO batteries has been brought up, as it seems some RC racers are going this route. As I understand it entails pumping high AMPS in to the battery, getting the LIPO hot and immediately using the battery in a hot condition. This method supposedly lowers internal resistance and increases the discharge capacity. However, it sounds dangerous to me and to several others I have spoken with. It is strongly suggest that you do not attempt this (*a high end charger on a high capacity power supply is needed*) as the results may be dangerous to all.

Out here a lot of interest in "Scale" R/C Crawling meaning the RC scaler should look like the real thing. Details like miniature water bottles, ice chest, bedrolls, log bundles, are very common. So if you're trying to create a scale effect, look go dollhouse suppliers for the



little scale items, to set off your project. I never realized the fun of this kind of detailing before.

Happy Flying to All, - Bob Boumstein

Don Neill Memorial Scale Fly In

August 2nd & 3rd, 2014

Categories
Almost Ready to Fly
Military Kit or Scratch
Civilian Kit or Scratch

Travelling trophy awarded for Military and Civilian Categories

Cash Prizes awarded for Pilot's Choice winners
Sanction: AMA 14 - 1130

CD: Jim Henley
(402) 445-0848
jhandshenley@a.com

Class C Sanctioned Fun Fly

Multiple Drawings for Cash Prizes!!!

Join us on Saturday, August 2nd and Sunday, August 3rd at the Twin Cities Eagle Squadron club airfield in Council Bluffs, Iowa for the bi-club sponsored Don Neill Memorial Scale Fly In! The fun fly event is conducted from 9AM until 3PM both days, with multiple cash prize drawings both days. Visit the web site www.twincitieseagles.org for a map to the field.

ARFs should be of prototypical scale, no trainers or "foamies" please. Your \$16 landing fee includes a pilot's lunch both days and soft drinks throughout the event. Additional category entries are just \$6. Airplanes must fly at the event to be eligible for pilot's choice awards.

Contact event coordinators [Jim Henley](mailto:Jim.Henley@tceagles.org) or [Dean Copeland](mailto:Dean.Copeland@tceagles.org) with any questions:
jhandshenley@a.com (402) 445-0848 or dcopeland937@centurylink.net (402) 334-2787

Come Fly With Us!

Only \$35 Year

AMA Membership Required

Pondering Crashes, Receivers and Battery problems..

By Jud Bock



As some of you know by now, about a month ago I test flew my new old-timer, a "Shereshaw XP3" at the *Western Flyers'* field, with disastrous results. I taxied out, applied full power, and watched it lift majestically off, smartly climbing out at about a 45 degree angle, going ahead straight as an arrow, with no transmitter input from me and I am thinking, "I have a winner", when suddenly it went into a sharp hard right bank, and kept spiraling till it impacted with the protective fence. My attempts to correct or save it were futile. The results were normal...a broken in half fuselage, one wing damaged and a bent landing gear. The prognosis is a new fuselage, lengthening it to reduce nose weight requirements, and repairing the other damages. I was not a happy camper, as I think this was the most difficult scratch built plane I have ever built, plus the largest. I was concerned about many things, but certainly not radio failure, as I installed the best, newest, tried and truest *Spectrum* receiver in it I owned. The broken bird now lies in state in my shop, awaiting the first snow to fall before I even touch it.



I was chatting with a fellow pilot at the *Omahawks'* field one day since then, and he told me a startling fact about *Spectrum* receivers which was totally news to me. It seems that when full power is applied to the motor on an electric powered plane using BEC, (*battery eliminating circuit*), the receiver can drop out and cease to function due to lack of the full voltage it requires, being drawn down by the full throttle input to the motor. The receiver then immediately starts to re-boot, which takes **4 seconds**. Well, we all know how long it takes a plane to go into the ground when the radio quits, and it is generally a lot less than 4 seconds. It seems *Spectrum* also knows this, and has come up with a gadget, (*the name escapes me*) which plugs into any of the receiver plug-ins, and cuts the re-booting time from 4 seconds to 1/2 a second. It is available at *HobbyTown* and costs about 6 bucks. I am guessing (*hoping*) that was exactly the reason for my crash and radio failure. The motor on that bird was a .60 size electric with a 5 cell battery and a 18 inch prop and weighed 10 pounds, so I was really pouring the juice to it on takeoff, and for the first few seconds after takeoff, the radio was working fine, till the battery drew the voltage down and the receiver dropped out (*I am thinking*).

I am noting this to you folks out there who fly *Spectrums* to be cautious. There is one other way to keep this from

happening, and that is simply to plug in a SEPARATE receiver pack where the motor controller (*BEC*) usually goes, and power the receiver and servos with a separate battery, which the motor battery voltage usage will have no affect on. You would just plug in the motor controller without BEC to the throttle plug on the receiver.

BATTERY GREMLINS:

Flying pure electric models has many advantages, but there are also irritating disadvantages that many times we haven't a clue as to why it is happening. I recently ordered a couple of LIPO batteries on-line and when received them, I checked the voltage which was well above what the full charge voltage should be. So I didn't charge them and took them to the field and flew out the charge in both of them. They both worked fine, with lots of power that new batteries always have. I only flew out about half of the charge, as is my normal routine. So, I took them home, put them on the charger, and got- diagnostic on the charger that says, (*low voltage...unable to charge*). "WVHHAATT.....?" says I. So I pulled out my battery checker which checks each cell individually and also gives me a grand total of the batteries voltage. The individual check was over 3.7 for each cell and also over the 14.2 total for a 4 cell battery.

So, I am now stuck with two new batteries that my chargers, (*two*) won't charge. I am at a loss. If any of you electronic geniuses out there have any idea what is going on, please email me at jdbock75@wiaw.net. I would be forever grateful for an explanation to this dilemma.

Till next month...Jud Bock

**25th Annual
Bud Hall
Large Airplane Fun Fly**

Sponsored by the Western R/C Flyers
Omaha Nebraska - AMA 837

**Mead Field on Saturday Aug 23rd 2014
(Rain day 24th)**

Time: Registration begins at 9:00am - Open Flying from 9 a.m. till 3p.m.

Details: IMAA **NOT** required to fly. Open flying both days! Aircraft limited to minimum of 1/4 scale or 80 inch & up monoplanes, 60 inch & up biplanes.

All pilots must present AMA membership card upon registering.

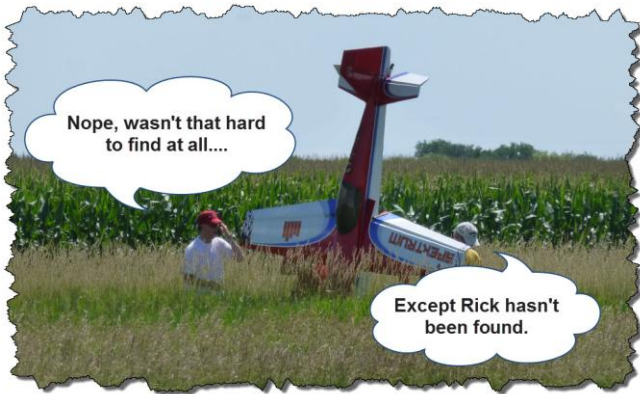
\$10.00 Landing fee includes a great pilot lunch, drinks

Spectators Welcome! - Bring your lawn chairs & Sunshades!
Transmitter impound. - Large well maintained low cut grass runway!

Back up pit parking! - Large Spectator parking area next to white building.

Take Highway 92 (Center Industrial Road) west from Omaha to Mead Nebraska. Turn south on County road 78F, go south 3.7 miles watch for signs at Mead & field entrance. 20 minutes west of Omaha.

Go to www.WestyRC.org for maps & details!
Downloadable maps available at the Western R/C Flyers website!

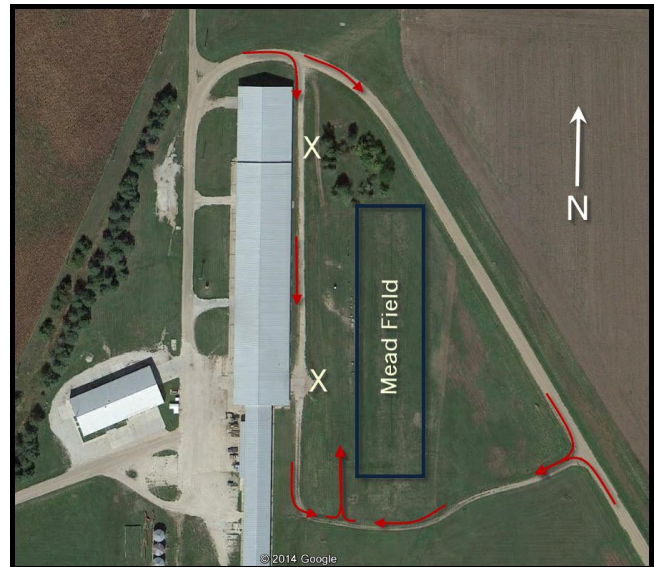


REWARDS PROGRAM

Remember **Hobbytown's Reward Program**. With every purchase by a WF member, the club receives a credit for an amount equal to 1 percent of your purchase. Be sure to mention your Western Flyers affiliation when making a purchase at either Hobbytown location.

Detour if Entrance is Impassable (Muddy) at Mead Field

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



NOTE: Try not to drive through the pits if wet or muddy. Ruts can form easily. Thanks.

HAVE A NEED TO RELAX...?????



...then come fly Old Timers with us!

Top Flite Stinson Reliant

Part VII

By Jim Henley



Specifications:

Wingspan: 100.5 inches
Wing area: 1487 Sq. Inches
Weight : 16 - 25 Lbs.
Wing Loading: 24.8 - 38.7 Oz/Sq.ft
Length: 67.8 Inches
Engine: VVRC 40cc Twin

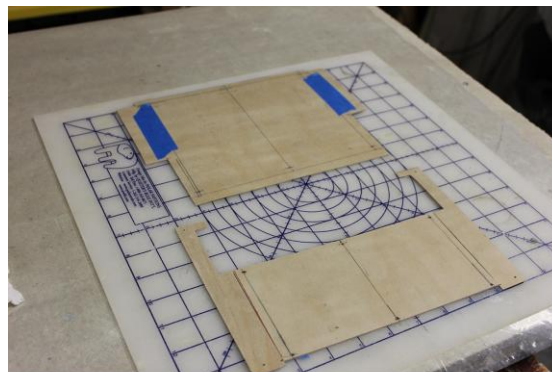


I have started covering the *Stinson*, the wings, and control surfaces are covered and I am installing the windscreen and side glass, once that is done a final sanding and sealing with eze-kote the fuselage will be ready to cover.

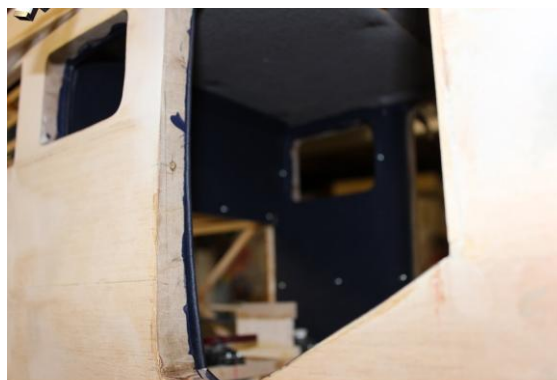
My wife (**Mary-Ellen**) stitched up the door panels and the rear seat covers, I want to replicate that scheme on the front seats when I get them ready. The seat for the pilot took some re-working so I could get him in the correct position in relation to the instrument panel.

I used some 3/32nd ply and G-10 to make up a control horn for the rudder to tail wheel linkage. This set up deviates from the plan, but it is much easier to set up and maintain than running a push rod off of the rudder servo. In this case, ease of use outweighs "scale appearance."

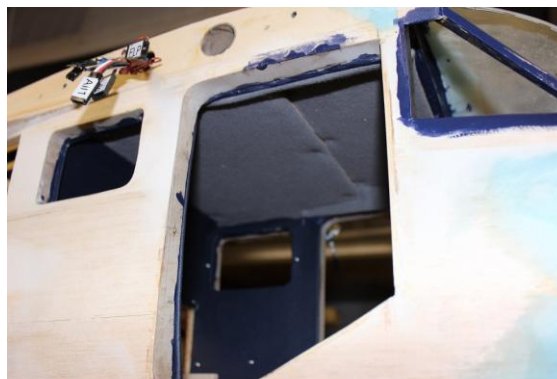
That's all for now!



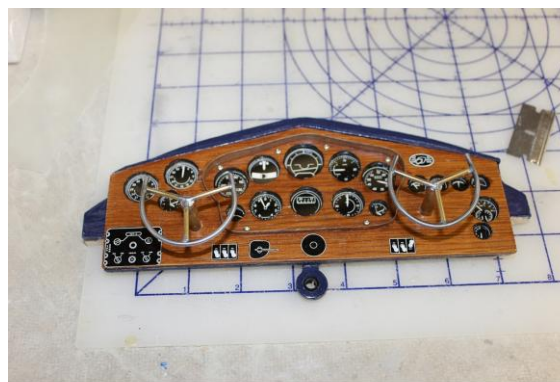
Headliner backing



Cockpit interior panels and headliner



Headliner



Completed Instrument Panel

Cont Page 15....

Top Flite Stinson Reliant Cont....



I.P. installed



Tailbrace installed



Tailbrace hardware



Tailbrace mounted to fuselage



Tailbrace mount



Landing gear fairing, marking opening for wing strut



Tailbrace / hardware



Using compass to mark cut line on strut fairing

Cont Page 16....

Top Flite Stinson Reliant Cont....



Marking cut lines



Wingstrut upper mount

Join us!

OLD - TIMER Fun - Flys

Hosted by
Western R/C Flyers

www.WeFlyItC.org
AMA Card Required

Location: Western R/C Flyers Mead Field 20 minutes west of Omaha, Ne.

MEAD FIELD 911

Be calm & composed
Assess the situation

EMERGENCY

P R O C E D U R E S

Non-Critical

Critical Or
Don't know

Call 911
Use Cellphone

Coleman Physicians Clinic
402-443-3434

Describe Location: Turn East after 3.7 miles south of Highway 92 on 78F. Follow road, turn south at tank, field is east of the building.

Describe Emergency:
As succinct as possible but don't leave out important details. Answer all questions asked.





~ 2014 Western R/C Flyers Event Schedule ~

2014 Tuesday Night Fun-Flys at Mead, Every Tuesday evening May 6th through September 2nd!
(Weather Permitting)

January 2014

- **Tuesday, Jan 7th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

February 2014

- **Tuesday, Feb 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.

March 2014

- **Tuesday, Mar 4th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

April 2014

- **Tuesday, Apr 1st** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

May 2014

- **Tuesday, May 6th** - Club Meeting 7pm, at MEAD FIELD, bring a plane, open flying.
- **Saturday, May 17th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, May 31st** - Air and Space Museum - Static display of area clubs' model aircraft. (info to follow.)

June 2014

- **Tuesday, Jun 3rd** - Club Meeting 7pm, MEAD FIELD, bring a plane, open flying.
- **Saturday, Jun 7th** - Annual Spring Club Fun Fly at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 21st** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, Jun 28th** - District IX Fun Fly Rally.

July 2014

- **Tuesday, Jul 1st** - Club Meeting 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 13th** - Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 19th** - Old-Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

August 2014

- **Saturday, Aug 2nd and 3rd** - Don Neill Scale Contest. Multi-club Fun event hosted at Bud's Field.
- **Tuesday, Aug 5th** - Club Meeting 7pm, MEAD FIELD a plane, open flying.
- **Sunday, Aug 23rd** - Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch and flying. Rain date Aug 24th.
- **Saturday, Aug 16th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

September 2014

- **Sunday Sep 7th** - The 5th Annual Fall Fun Fly and Swap Meet. Swap meet setup after 9am. Open flying 10am through 3pm.
- **Tuesday, Sep 2nd** - Club Meeting 7pm, MEAD FIELD - bring a plane, open flying.
- **Saturday, Sep 20th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

October 2014

- **Tuesday, Oct 7th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- **Saturday, Oct 18th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

November 2014

- **Tuesday, Nov 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- Nominations taken for 2015 Officers

December 2014

- **Tuesday, Dec 2nd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- 2015 Officer elections



Western R/C Flyers Inc. 2014 Membership Application

Please print clearly!

Name: _____

Address: _____ Zip Code: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ IMAA Number: _____ (If applicable)

Amount Paid: \$ _____

2014 Dues: \$35 (Renewals should be paid by **April 1**) New/Renewal: ___ New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

**Membership subject to approval. AMA membership is required.
Make Checks Payable to: Western R/C Flyers**

**Print then fill out this form and send check to WR/CF Treasurer:
Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118**