



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

December 2014 Issue

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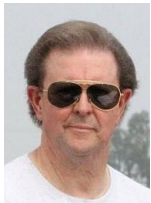
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A Word from the President



This is my last "Word from the President" submittal, and it has been a privilege to serve our club the last two years. However 2014 was not the best for our hobby. We are plagued with the threat of regulation and a lack of participation at both club meetings and events.

The issues for 2015 are in my opinion:

- FAA regulation
- IMAA closed its doors
- Don Neill Scale event will return to the Lincoln club

1) We have the FAA trying to regulate us out of existence with unnecessary rules and government overreach. While the equipment manufacturers have risen to the call of the market place in creating flying machines with incredible features, unfortunately there is a segment of the market that does not understand, or care that their actions impact a community they may not even be aware of. When one of these people crash their flying device into a private or commercial aircraft, we will all pay the price. AMA is doing all that it can to challenge the FAA, please support AMA every way you can.

2) The IMAA closed its doors on August 14, 2014 because of financial issues due to a lack of membership and apathy on the part of the modeler's community in general. Those of you who belong to other SIG's (Special Interest Groups) beware this can happen to your

Next Meeting:

7:00PM **Thursday** December 4, 2014

Natural Resources Center, Chalco Hills
Recreation Area



organization as well. There was an effort to save the "High Flight" magazine, but again only about 25% of the money needed was donated to kick start, those of you who donated will not be billed since we failed to reach our goal. Thank you for those who did donate.

IMAA was for 34 years the leading group championing large aircraft. Reproduced below are some of the words written by Taylor Collins Editor of the *High Flight* magazine:

"We are confident that the traditions established by the IMAA..... the definitions of what constitutes a "Legal" Big Bird ... and the planning and promotion of Big Bird events

Cont Page 2....

Word from Pres Cont.

will continue. Although *High Flight* magazine will be missed, in its history of over one third of a century, we have seen the hobby grow from its simple, do-it-yourself roots, to the highly sophisticated level that we enjoy today.

Readers of the first issue of *High Flight*, in 1980 were taught and encouraged, with articles on how to modify chain saw and weed eater engines to a form that could be used on a giant scale aircraft. There were instructions on how to build your own, semi-scale Cub type landing gear... band sawed from plate aluminum, as there certainly were no "off the shelf" landing gear available at that time. Another article in that first issue detailed how to apply Ceconite (full scale aircraft covering) to our models.

There was a listing of "Sounding Board" Contacts, off of whom you could bounce ideas ... or ask questions. And many of those folks, including **Don Godfrey, Dave Platt, Corky Heitman, Wendell Hostetler, Jerry Nelson, and Lee Taylor** are still active in the hobby today. That first issue of *High Flight* included an aircraft inspection check list, and a preliminary list of safety rules and procedures. The I.M.A.A. has always championed good safety practices, and as a result, by working with the A.M.A., we were able to get governmental approval to fly larger and larger Big Birds at our flying sites.

Today, you can walk into any hobby shop, and find a huge array of giant scale engines, airframes, hardware, and servos, and even completely assembled "Bind and Fly" aircraft that are I.M.A.A. legal. Everything you need to get started with a Big Bird is right there on the shelf....with no grinding of engine castings required. Big Birds truly DO fly better, and they will continue to fly better for a long, long time. Fly Safely, and Have Fun! It's been quite a ride!"

3) After three years of effort it has been decided that there is not a venue for *Scale Modeling* in the *Omaha* area as was thought (*hoped*). An effort to unite three local clubs did not produce the desired result. The first years meet featured an actual competition of scale outline and flying of the NASA patterns. Feedback from the participants indicated we should not have formal competition, but we should make the meet a "Fun Fly". After two additional years the event did not grow. The meet could not overcome the disinterest and outright sabotage by groups holding meets conflicting with the scale meet even though the **Don Neill** was a sanctioned event. This year's meet was probably the best organized and held at the best venue in the *Omaha* area, drew 11 registered pilots, on Saturday and 7 or 8 on Sunday. The clubs cannot even break even on the food costs with such a low turnout.

Adios!

~ **Jim Henley**

Vice-President's Corner



Well its election time again for club officers, and I hope to see all of you at the December meeting.

Also, we will need to discuss the proposed events for next calendar year. I hope all of those new RC projects that you all are working on are going well.

You could bring a few of these projects for display and illustration at our club meetings. I will be bringing a 200cc engine that I had to rework as illustration for the next meeting.

See you all at the meeting!

Thanks!

~ **Rick Miller**



November Treasurer's Notes



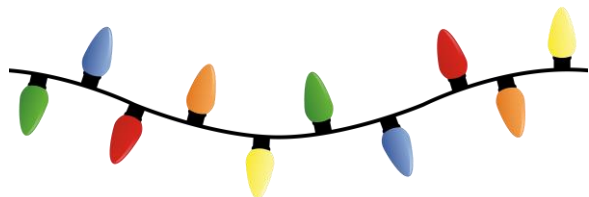
Well there is no question that flying has come to an end during the last few weeks. I did manage to get out on November 8th (62 deg. 4 mph wind) and put 4 flights on an all electric warbird, the *Westland Wyvern*, 88" wing span, 80" long, proved to be a great flyer. Never thought I would have an electric plane that big swinging a 20 x 8 prop with that much power. It is equipped with *Robart* electric retracts as well as functioning gear doors and flaps.

Back on the *Sonex* jet hot and heavy, lots of details to make and install.

With a little luck, will make this meeting and have an up-to-date treasurer's report.

Keep warm and building.

Your Treasurer ~ **Dean Copeland**



HAPPY HOLIDAYS

November Meeting Notes



Meeting called to order at 7:10 PM by WRCF President **Jim Henley**. (7) Members present and (1) guest.

It was moved/seconded/approved to accept the minutes from the October meeting as published in the *Tailspin* Newsletter. As WRCF Treasurer **Dean Copeland** was not available, the treasurer's report will wait until the December meeting.

Old Business:

Mowing: Discussion among **Jim**, **Rick Miller**, and **Rich Jonas** regarding whether there is a need to mow any more this year. It was agreed that the mowing season is over. **Rick Miller** will maintain the mower batteries during the off season.

IMAA and Hi-Flight Newsletter: Jim mentioned the attempt to restart *Hi Flight* newsletter. That effort requires a commitment of \$60,000 from subscribers; so far only \$10,000 has been raised. A link to the *Hi Flight* website was previously published, the deadline is November 15, 2014.

New Business:

2015 Air-and-Space Museum event: Jim received email from the museum about whether *WRCF* is interested in reserving tables for the annual indoor show. There was discussion among those present; all agreed that it is good public relations for *WRCF* to have a presence. It was agreed that display models are needed in order to generate interest in the tables. **Mike Lawver** indicated that he will participate; additional planning will take place at the December meeting.

Scale Meet for 2015: There was talk about the Scale events that *WRCF* have been associated with for the past three years. Discussions focused around reasons why the events were not well attended. Those present would like to see *WRCF* put on a scale event for 2015, possibly within the context of a 'fun fly'. Some felt that having a 'low-key' gathering might encourage better attendance. We are reminded of the need to schedule these events 'far in advance' and to encourage other local clubs to 'respect the dates and not create conflicts'. More talks will take place during the coming months.

WRCF Officer Appointments for 2015: Jim Henley indicated that he is 'stepping back' in 2015 and did not want to be considered as a candidate for office. Those present congratulated Jim on the excellent job he did with "his leadership and presence" for the club in 2014. Jim did suggest that a priority for 2015 should be creating a rotation list for mowing the *Mead* site.

Cont Page 3....

October 2014 Meeting Notes Cont...

After some discussions, the following members were recommended as candidates for 2015: President: Rick Miller, Vice President: Rich Jonas, Treasurer: Dean Copeland, Secretary: Tim Peters. Rick Miller indicated that WRCF needs a "Field Safety Officer", and suggested that Mike Lawver serve in that capacity. It is hoped that Nelson Carpenter will continue as "Tailspin" newsletter editor. Elections will take place during the December meeting.

Additional Mead Field Maintenance: Discussions regarding 'rolling' the field and what that entails. Timing is critical; there is a need for subsoil moisture for best results. There was talk about moving the pit area further south, possibly scheduling a 'work day' to accomplish both of these items. The trees at the north end of the runway were mentioned as well; there is hope that the University of Nebraska (WRCF Mead flying site is on UNL property) will remove them in the future. The importance of maintaining good relations with UNL was stressed.

December Meeting Presentation: For the next meeting Rick Miller volunteered to provide a presentation on his recent project: rebuilding of a 200cc Fox 'model airplane' motor.

At 8:15 PM it was moved/seconded/approved to adjourn.

Show-and-Tell

Guest David Miller brought his *Aquila Grande* sailplane for review. It needs some fuselage repair and wing recovering. David mentioned that he lives in *La Vista* (not Springfield as mentioned in the October newsletter) and plans to become a WRCF member later this year.

Jere Ferrazzo brought an Estes "Proto-X" quad copter. He and Rick Haneline took turns flying it prior to the start of the meeting. All agreed that it's 'a handful to fly'.

Rick Haneline displayed a Maloney 125 gas motor for review.

Those in attendance enjoyed a great presentation of Jim Henley's *Stinson* scale aircraft. It is powered by a 'Valley View RC' 40 cc twin-cylinder motor. Jim showed how the rivets and rib-stitching was accomplished. The tool for making the rivets is the "Riveter Pro" which is from Cal-Graphix. The *Stinson* looked good with its custom graphics by 'Callie Graphics'. The attention to detail for the model was evident; we all look forward to seeing it take to the air!

That's it!

~ Tim Peters

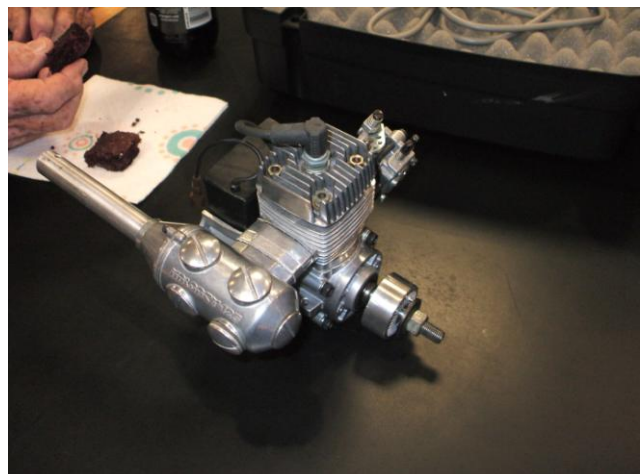
November's Show N' Tell



Guest David Miller's *Aquila Grande* sailplane.



Jere Ferrazzo brought an Estes "Proto-X" quad copter.

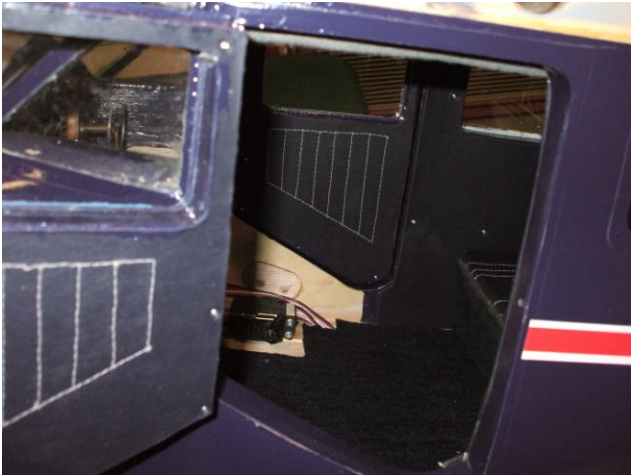
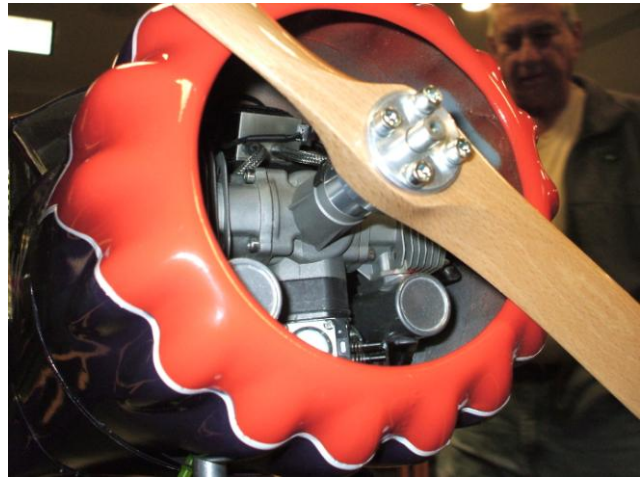


Rick Haneline displayed a Maloney 125.

November's Show N' Tell Cont.



Jim Henley's *Stinson* scale aircraft.



LAS VEGAS RC NEWS

(Where it is Warm!)



Hello and Happy Holidays to everyone. The natives are complaining out here because our temperatures have been in the high 50's, think about that!

Our first Swap Meet on Nov. 2nd of this year had 15 sellers (*and is was free*) and the buyers trickled in. The situation is it was on a Sunday, which is the only day we have access to the larger part of the parking lot as most of the other businesses in the center are closed. So the turnout was not spectacular, but it was moderately successful. I am not planning to be the head honcho of this event, and if no one else steps up it might not happen.

I spend 3 to 4 hours a day at the hobby shop as they have given me an 8-foot counter to sell collectables and oddities there, a consignment deal. This works out for both of us. I have sold about \$800 worth of stuff in the last 30 days, not



too bad. On a rare occasion I sell an engine, but Vegas is an electric RC town, glow is dead.

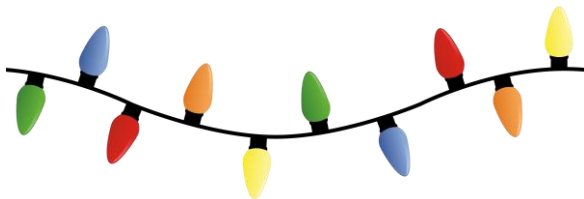


With the Holiday Season upon us I thought to tell you about a few cool products that are available for you to put on

your list from Santa:

- If you fly electric the new line of *Castle Talon* ESC's are truly the best out there, plus Castle normally has a 1-year guarantee.
- *E-Flite Blade Quadcopter* with on board camera, with gimble and loads of FPV options is \$1000 but maybe the best deal in the category.
- *Dromida Primnus* a \$79 quadcopter you can fly indoors or outdoors that is one tuff customer, by *Hobbico*.
- *Axial Yeti 3S* capable brushless *Rock Racer* crazy fast at \$439 RTR.

Lastly, I would like to talk about the *Phoenix Flight Simulator* which I have been playing with for a couple of weeks. About 150 different aircraft and copters, several cool flying locations and a ton of variables. Many years ago I had a *Real Flight Sim*, it was OK. The *Phoenix* has



the graphics and it is a ton of fun, I wish I had a longer attention span. I have flown at least 50 airplanes and crashed 20 copters, or is it the other way around? So much fun, but you need a PC and I am a Mac person, so I fly at the shop (*Cutting Edge Hobbies North Las Vegas, NV*) you can find the shop on *Facebook*, and I am on *Facebook* too!

Happy and Merry to All! - Bob Boumstein

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



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.

Happy Holidays!



Project - "Thermix 13"

By Jud Bock

Part 1 of 2



Our intrepid Editor, Nelson, asked me to put something together about the new airplane I am building, a "Thermix - 13". It was highlighted in one of the issues of *Sport Aviation* this summer, and it caught my eye.

I have been flying a very old "Olympic 100" sailplane of my brothers, that I talked him out of, from his garage rafters, where it had been for 10 plus years. I electrified it and have been flying it for about 2-3 years now. I decided it was time to build my own with some of my own innovations, and saw the construction article in S.A., and ordered the plans.

The plane was designed by Dick Sarpolis, and is a big sailplane of 103 inch wingspan. I like the birds that I fly to be large and easy to see, but sometimes that isn't even the answer to losing them in the sky, as an incident this summer proved. But that is another story.

That is the reason I pretty much stopped buying ARF's, because most of them are small, at least in the price range that I can afford. I enjoy scratch building because it takes the "long" out of the long winters we have around here, and makes the winter time pass faster, plus when scratch building, the builder can make changes or innovations to suit himself and see if they work or not.

Concerning the construction process, it was pretty much straight forward, so while I have included some pictures, they are of the finished product as far as the wood construction is concerned. Also, after viewing our club President Jim Henley workshop photos of his construction project in the newsletter, I am ashamed to admit that you would be unable to perform "Brain Surgery" on my workbench and not get a germ, as you would with the esteemed President's. The only other workbench that I have ever seen in my 65 years of modeling as clean or cleaner is one Dean Copeland's bench. It was a standing joke for years and years in the *Omahawks*, that all the hospitals in Omaha would send representatives to Dean's home to view his workbench as the supreme example of sterilization.

Sarpolis did have some different approaches to building this model. He used a bunch of bass wood and plywood, which is fine in planes needing the strength to do violent maneuvers, but to merely climb out, and float 99% of the time, I felt that the need for the extra weight was unnecessary, and basically just used balsa with plywood used as strengthening where it was needed. As you all know, the secret to a good flying airplane, among other things, is weight, and the lighter a sailplane is, the better it soars.

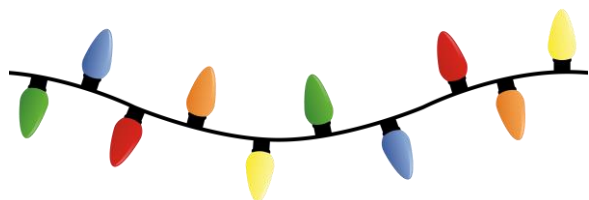
The *Thermix 13* fuse. is basically a power pod, with a hollow square shaft type fuselage, which is needed to house the control rods. Dick designed this out of plywood, which I stuck with, and he did something I never saw before, he bolted on the tail surfaces. Kind of an easy way to attach them, and easily removable if needed for transport. He designed the wing as a one piece wing, because to quote him in the building article, "I have a van and it fit in it in one piece". I don't have a van, and even if I did, don't like that long of a wing except in the sky, so I made it a two piece wing. I suspect that Sarpolis just didn't want to go to the extra work, because it is a lot of extra work.

I also wanted something built in to slow it down on landings, and was going to put spoilers on it, but one of the guys at the last glider meet has used both spoilers and flaps, and he told me that the flaps worked much better for slowing it down than spoilers, so I opted to take his advice and installed large flaps on the wing.

Sarpolis also opted to not put a nose skid of any type to keep the underside from getting beat up on landings, so I installed a wheel to take the abuse. That pretty much notes the changes I made to the model.

So, in concluding the documentary part 1 of 2 articles on the "Thermix 13", I have now expended 53 hours and 180 bucks for wood, glue and misc. building supplies to date, and the building part of the bird is complete. FYI, if you think that scratch building is cheaper, think again. Buying wood by the sheet is expensive and kit builder's buy in the bulk, so in actuality, buying kits is probably less expensive than scratch building.

Photos of my build project follow:



Cont Page 8....

Thermix 13 Cont.



Cont Page 9....

Project - "Thermix 13"

By Jud Bock

Part 2 of 2



Well, I put the finishing work to my new plans-built sailplane, my first winter project, and hoped to test it before it got cold, but didn't make it. The covering was pretty much S.O.P., and I was pleased that it ended up quite light at 66 ounces or 4 lbs., 2 ounces, ready to fly with battery. Not bad for a 104 inch wingspan. It should be a good thermal seeker. On the test bench, the folding prop seems to work fine, and I am anxious to see if the blades fold back against the fuse as they should. I am also curious to see if the big flaps I installed slow it down on landings so I can put it in front of me instead at the end of the field. I hope to combine the elevator throw with the flaps so when I flip the flap switch, I get down elevator to compensate for the normal up surge when flaps are applied. Still working on that. I have included a few pictures of the finished product. Anyway, that pretty much finishes up my first winter project.

I did something different with this project, just as a curious thing more than anything. I kept track of the time it took to build the plans-build model and all of the expenses. I thought I would share them with you all, just in case you buy readymade planes and are thinking you should build them to save money. In the past I thought that, and actually did save a little bit, but in today's market, and the huge selection we have to choose from, I really doubt you can save all that much money, if any. Not to mention that the factory built plans almost always look better than you can build. One of our club members fly's a very nice ARF, the "Bird of Time", and is about the same wingspan as the "Thermix", and I am betting it cost less to put in the air with a few nights work, compared to the hours and money that it took me to complete than the "Thermix". With me, it is all about **flying something different**, plus keeping me busy in the winter. Anyway, here for your perusal, is what it cost me in time and labor to get the Thermix ready to fly, by item, (*rounded off*).

Building time = 89 hours

- Plans \$25.00
- Wood, all \$135.00
- Glue, all \$36.00
- Motor \$29.00....2840 size, 750 KV...HobbyKing
- Esc \$28.00 35amp....recommended size with motor....HobbyKing
- Battery \$25.00 2250.....4 cell.....HobbyKing
- Folding Prop \$12.00 15X7 or 8.....HobbyKing
- Servos, 4, \$38.00
- Monocote, 2.5 rolls \$35.00
- Misc. Hardware \$25.00

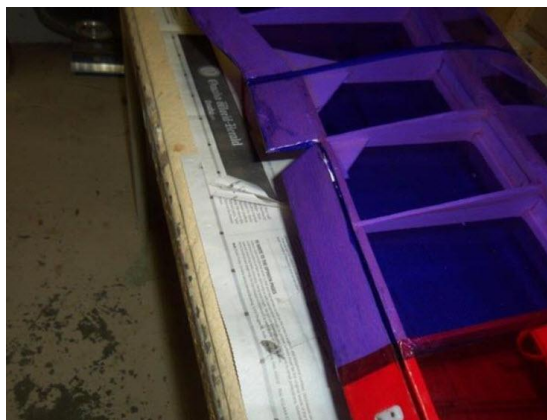
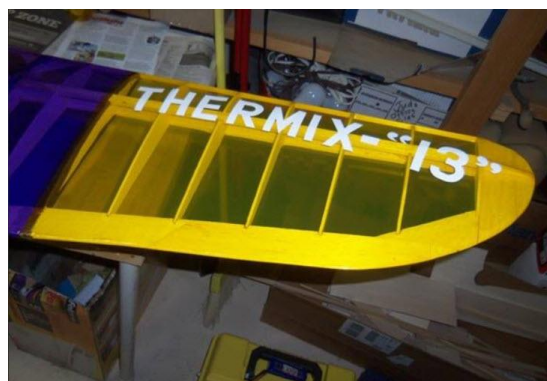
Total \$388

When you purchase a little at a time, it sure doesn't seem like this much, but this is pretty accurate.

So, that concludes the construction of a Thermix.

Until next time.....

Jud Bock



Cont Page 10....

Thermix 13 Cont.



Flying Up-North Country

Report and Photos by Jim Drickey



Welcome to my hideous world of "Small." Notice small electric and rubber builds hanging from my floor joists. Don't try this at home ! Here "she" is ready to cover. Put side windows on inside of fuse which is not easy duty, but look better that way. Found heaviest tissue I have, after color and light

coat of clear dope should be light and strong.

Water base paint two-tone paint job with some of Diane's hobby paints I found. I can mix red/orange and cream colors this way for real size airplane modeled after. Set plane up for Cox .049 and also electric with slight mod to rudder, elevator, and aileron. But no throttle for .049 version. However, the electric version would have throttle control . Rudder controls the tail wheel.

Added 2 coats of clear dope to seal tissue paper, then water color paint. Have to finish spinner yet. I cut for 2 blade prop and do ply backing for back of unit. After color on, will attach molded wind screen for cock pit. Near the end of a grueling build. Heavy tissue on structure very sturdy.

This airplane full size was neat little civilian four seater that had retracts and 150 mph cruise. Then it cost \$6K in the day, and many are still around and flying.

If you should have a chance to lay your hands on this old Guillow's kit, quickly walk away from it, drop it like a hot potato! If someone gives you one, sell it right away! This by far and away hardest little airplane I've ever dealt with! Mighty glad to be done with this one. I did the best I could, hope new owner enjoys it.

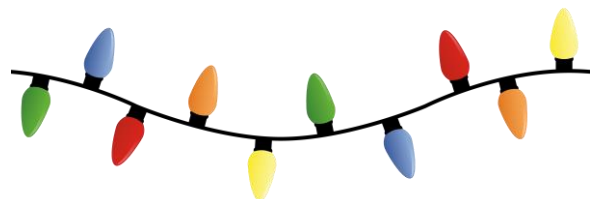
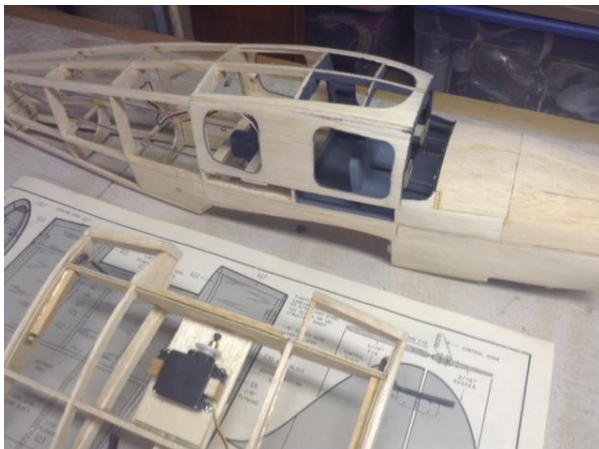
Airplane is "full house r/c" with .049 power. Has 43 in. wing covered with tissue. I added a full cockpit.

Now I'm on to bigger and better projects. Will start back in on P-47 ARF I began last summer. Will power it with an OS .60 2 stroke, Bison muff. The winter long haul project will be a .60 size old "Royal" kit Am6 Zero. Balsa in that kit looks like a lumber yard!

Snowing up here now as I type this report. Means flying season officially over for me.

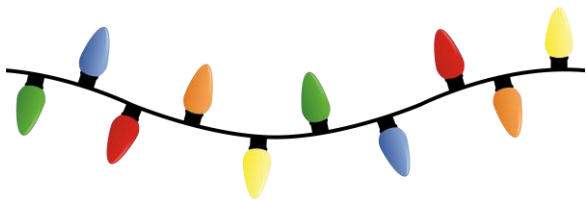
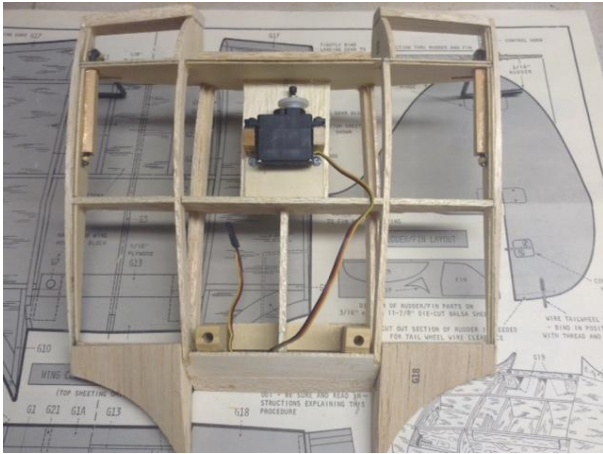
Keep on, Keep'in on.....

Jim D.



Cont Page 12....

Up North Country Cont.



Top Flite Stinson Reliant

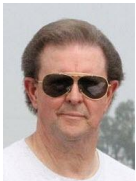
Part XI - Finale

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



The *Stinson* has come a long way since last month's update. I was able to get the airframe painted (*both colors*) before the cold set in. The flying surfaces are attached save for the rudder. I managed a run in the paint on the rudder, I will try to sand and buff, if this is not successful I will have to repaint the orange part of the rudder. The airplane is probably 90% ready but I will not attempt to fly it until next season.

This thing has been 12 months in process no sense getting in a rush now. To recap, this plane has working navigation lights, retracting landing lights, full interior with pilot figure. I have some small details to tidy up, finish the interior, mount the dummy engine, then the final balance, before it will be ready for flight. This has been the most intense build for me so far, and while it was enjoyable, I do not want to spend another flying season in the shop building.

Thanks to everyone who has followed this build.



Almost complete just a few small details



Fuselage on engine stand



Landing gear fairings



Tail group controls



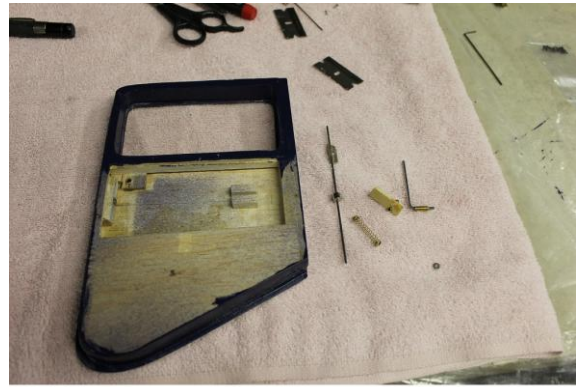
Cowl

Cont Page 14....

Stinson Reliant Cont.



Baggage door and assorted pieces for fuselage



Door latch parts



Elevators and Rudder Orange, Blue to follow



Graphics by Callie Graphics



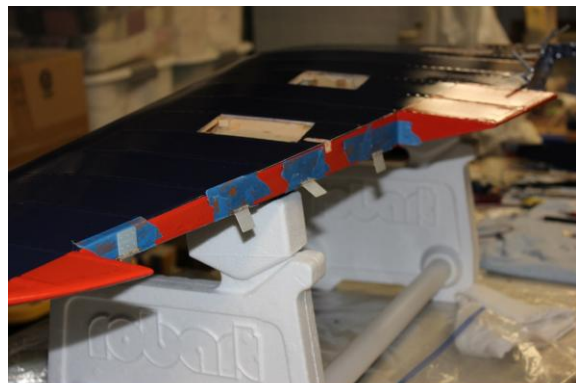
Wing and cowl Orange Blue to follow



She's on her wheels !!



The "Mad Painter"



Flat hinges epoxied into trailing edge ready for aileron

Cont Page 15....

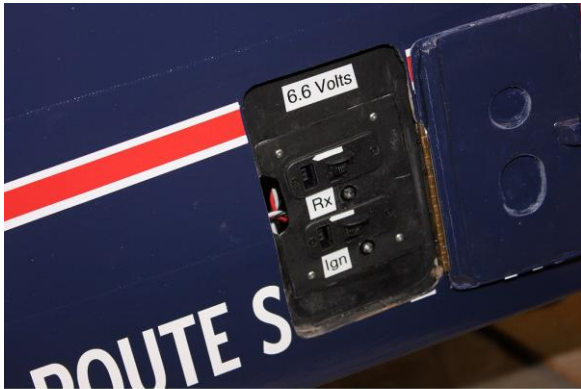
Stinson Reliant Cont.



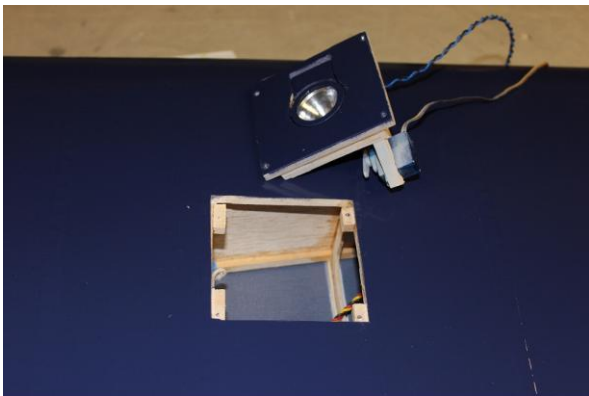
Graphics by Callie Graphics



Wing strut Landing gear fairing



Switches hiding in "Baggage Compartment"



Retracting (Grimes) landing light



Painting area





~ 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.
- **Saturday, Aug 16th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **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.

September 2014

- **Tuesday, Sep 2nd** - Club Meeting 7pm, MEAD FIELD - bring a plane, open flying.
- **Sunday Sep 7th** - The 5th Annual Fall Fun Fly and Swap Meet. Swap meet setup after 9am. Open flying 10am through 3pm.
- **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

- **Wednesday, Nov 5th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- Nominations taken for 2015 Officers

December 2014

- **Thursday, Dec 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- 2015 Officer elections



Western R/C Flyers Inc. 2015 Membership Application

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____

Amount Paid: \$ _____

2015 Dues: \$35 (Renewals should be paid by **April 1**) New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

Membership subject to approval. AMA membership is required.

Make Checks Payable to: Western R/C Flyers

Complete this form and send with check to WR/CF Treasurer:
Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118