



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

February 2017 Issue

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A Word from the President



How about this weather that we've been getting lately? If you are like me, you're getting the itch to be out at the field flying. Are your winter projects done?

The *Lincoln Sky Knights* had their auction in *Waverly* a few weeks ago. By my count there were roughly 355 items on the block. Some great buys were had by several. I can think of two; an older *Jack Stafford* model of a *Piper* twin *Comanche*, and a very large *CAP 20* with two-cylinder 2.70 Saito four-stroke.

If we're lucky, the spring thaw won't amount to much. Meaning the runway will not end up being water logged from snowmelt, and be free of rutting. Be sure to keep that in mind when driving out to the field. Including the pit area if you can avoid soft areas that could end up in deep ruts. Thanks!

Your club dues can be sent in anytime now that we are into the new year. Dues become delinquent April 1st. Please send them into **Dean Copeland**, address at bottom of newsletter. Include your return postal address, your AMA number, and a current e-mail address. Dean will send you the 2017 club membership card by postal mail.

Thanks!

~ Rick Miller

Next Meeting:

TBD

Papio-Missouri River NRD Bldg



Vice-President's Corner



All this nice weather and I am sick which means I can't go out to enjoy it. It was a pretty good turnout at *Lincoln Sky Knights* auction few weeks ago, and some pretty good deals. I picked up a couple of nice planes. (See pics below) One was **Steve Earls**. He and **Carmel** sold all their planes.

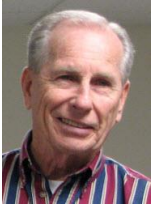
A few days before I bought an *E-Flite Valiant* electric plane which is nice.

Go out and enjoy the weather and do some flying.

Fly 'em!

~ Rick Haneline

Treasurer's Report



Membership renewals are continuing to trickle in and haven't received any bills for the month of January. So if you haven't paid your 2017 dues now is the time to get them in. Haven't heard any more about the field so don't know if we will have a smooth runway for our pleasure this year. Hope that all of you

have proceeded to finish all those new projects for the new season.

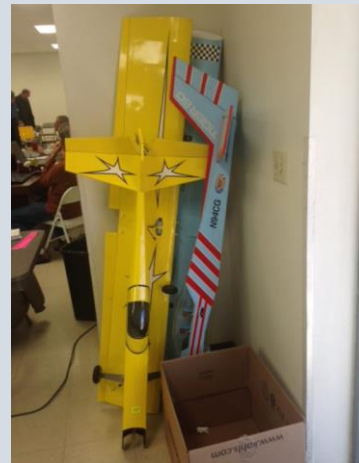
Your Treasurer ~ Dean Copeland



Rick Haneline's Won Auction Planes



E-Flite Valiant



Sig Four-Star and Goldberg Tiger 60

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



The Oly 100

By Jud Bock



Once upon a time, long ago (40 + years) in a place far far away, named Blair NE, there lived a man of many skills, one of which was building model airplanes. This man was my brother, **Don Bock**, who was born 13 years after this writer and his interest in models was in part, watching his big brother build and fly them. He decided to attempt his first R/C with a glider, which was recommended by me as a good place to start as they were fairly easy to fly. Since I had already built an "Olympic 100", and was having good success with it, brother Don decided to build one for himself. Don is an engineer by trade, so his building as with most everything else he does, is very precise, and he did a very nice job with his new "Ole", his first big kit...



The test flight went well, and was performed at one of the local school yards in Blair. Don's home was on the north side of Blair and only a block from a corn field, which also had an adjoining small piece of alfalfa giving him a place to launch it and land it, so he opted to fly it there instead of driving clear across town to the school. He is not sure of how many flights he had on it before the fateful day when as he was flying it, the oft heard terrifying words from others, came spewing from his mouth, "I AIN'T GOT IT", and were heard by all present. His bird glided out of control for a few minutes and then disappeared in the corn.

Well, as with all flyers, he trudged into the corn to search for it. He was unable to find it that day or the next or the next. It just had disappeared and he was beside himself that he couldn't find it. I received a call from him (*this was back in 1973*) and he asked me if I thought we could spot it from the air in the corn. I was partners at the time, in the ownership of a 1946 "Ercoupe" with **Larry Quigley** and **Dick Ross**. I told him we could give it a try, so I flew to the Blair airport, and picked him up and we flew over the field in question. There were trees on one end, so I wasn't able to get too low, but we circled the field numerous times to no avail. We finally gave up and since I was afraid I would get reported to the FAA for flying too low, I decided to get the h*** out of there before someone got my number.



Don finally gave up looking for it and thought someone had found it and absconded with it. The next fall, he got a call from a farmer that farmed the field where the plane was lost, and he had found it while picking corn. Don was smart enough to have his ID on the plane and he got it back. Trouble was, a field of mice had decided it would



make a great home, and had chewed it up pretty good. Well, Don repaired it and found someone to recover it and flew it for a few years, and losing interest in R/C, put it up in the rafters of his garage, where it stayed for many years. I kept seeing it in his garage when I visited, and finally talked him into giving it to me to rebuild with an electric motor. I installed an electric system in it and returned it to him and we flew together several times. He seemed to lose interest in it again, and it returned to the rafters... Again I talked him into giving it to me, and I flew it a few times, but it was looking so ratty, that I was kind of ashamed to fly it.

So, last year, Don put it in the ground flying it doing some damage, and he just gave it to me and told me it was mine. I decided to completely restore it with new covering and a new electrical system and that is in progress now. I have enclosed a couple of pics of the progress, and it will look pretty good when it is done. The "Olympic 100" was always the best flying glider that I have ever had, so I am anxious to get it back in the air again at the *Mead Field*. The old glider, now 46 years old as far as we can both deduct, will be majestically soaring over the *Mead Field* in the spring of 2017. See you there....Jud



Skunkworks News

By Tim Peters



Recent aromas from "The Skunkworks"

Annual 'Indoor Airshow' (1/14/2017) at the Strategic Air-and-Space Museum: Rick Miller and I manned the WRCF tables at the event, along with help from Bob Wheeler, Dean Copeland, Dave Kelly and others (*I'm pretty sure I saw Mike Lawver and Rick Haneline*). We talked with lots of spectators about the Western Flyers' club and our events. Several parents talked about their kids' attempts to learn to fly r/c aircraft without adequate assistance. All were convinced of the value that the local clubs provide when it comes to training new pilots. Hopefully we will see new members as a result.

At the WRCF table Rick Miller provided the great photos of club activities and displayed an indoor plane; I had my FPV equipped Bixler and the home-brew quadcopter. Parents and kids enjoyed 'seeing themselves in the pilot seat' from the Bixler (*from the TV monitor I brought along*). We had lots of fun. I talked with several 'techies' about the quadcopter; many commented about the number of exposed wires on it (*it seems like there are a hundred or more*), every one of them is a potential single-point-of-failure ☺.

Thanks for all the WRCF members who assisted at the tables or provided flying entertainment for the event.

Lincoln Sky Knights Auction (2/4/2017): Lots of WRCF members in attendance here. Rick Miller served as auctioneer; Tom Wild was collecting funds at the check-in table. He had no hesitation in sucking \$5 out of my wallet so that I could bid on the many fine items. I talked with all the WRCF officers, Tailspin editor Nelson, Safety Officer Mike Lawver, Doug Clemetson, Steve Rasmussen, Larry Woscyna, Jack Berry and Leroy Konecky. I brought my good friend, and former flying buddy Ray Pancake with me; Ray did nothing to discourage me from bidding on a very cool *Andrews Aeromaster* biplane, so it came home with me. The builder did a great job and all that's left is some minor covering and the normal finishing: fuel tank, motor, servos, etc. It probably needs a .60 2-stroke motor, but I'm going to try a 40 or a .52 4-stroke. I built an *Aeromaster* back in the early 80's; it was the best-landing biplane I ever owned. I had been looking on eBay for a kit, but this is even better, and I got it for \$20! Nice Auction, *Lincoln Sky Knights!*

Micro-Slope Soaring: I have been reading with great interest recent *Model Aviation Magazine* articles about doing slope soaring with r/c sailplanes on 'micro slopes'. Since it's challenging to locate adequate slope soaring sites in the metro area, the articles have encouraged me to purchase another addition for the *Skunkworks* factory. This is *Horizon UMX Whipit* glider; the first BNF purchase for my 'Dark Side' Spektrum transmitter. I flew it on one of small hills on the East side of *Lake Zorinsky*. The winds were light (*under 5 mph*), but I had a lot of fun with it. It has 24"



wingspan and weighs 1.5 oz. with a 150mAh 1S lipo. I think with a steady 5 mph wind you can get some extended flights even with fairly small hills. Think about the fun we could have 'slope racing' with these gliders (*hint, hint, hint*).

The new *Bird-of-Time* build is going well, I have spent time figuring out how to fit the new metal spoilers into the wings. Look for it at a flying field near you soon.



Brandon's War Stick

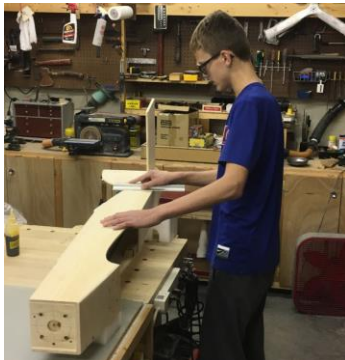
By Dave Kelly



My grandson **Brayden Ballard** has been busy building his first gasser. He started Nov 5. It is an original *Giant Sweet and Low Stick* by *Midwest*, kitted in the late 80's.

This is his second build, I have helped and guided him along the way, but approx. 75% of the job has been done by Brayden. New for this build for him was learning to glass the sheeted fuselage. This design called for *Monokote* on the fuse, but the durability of the glass should make it a better airplane. Pictures are worth a thousand words which are included. It will be ready for test flight this Spring.

Brayden's winter project he calls the "WAR STICK". It has a glassed fuse, horizontal stab, and vertical stab. Wing is *Monokote*. The paint that he used is from puff cans, *Rustoleum*. Light blue underside, with tan and chocolate camo. I had left over decals from a giant top Flite P-40 WAR HAWK that he used to trim it out. It has a satin clear coat overall. A *Zenoah G-45* will power it. Here are photos of his project under construction, and the final product.



*Western R/C
Flyers*

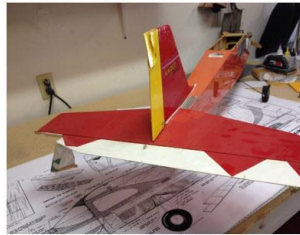
Seniorita Salvage

By Doug Clemetson

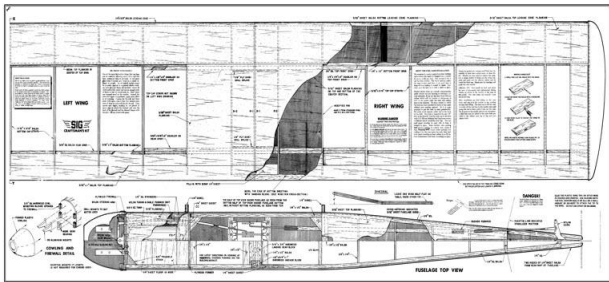
In August 2015, I bought an old *Sig Kadet Seniorita* at the **Col Charles Lane** auction. It came with three *Futaba* servos, a *Futaba* receiver, an *OS MAX 25* 2-stroke engine, a 9x5 propeller, and an unmatched wing that looked like it was for a glider similar to a *Gentle Lady*. My intent in buying the *Seniorita* was not to ever fly it but to salvage the servos and engine for another plane. In addition to needing a wing, the rudder and elevator were damaged and it needed recovering.



Seniorita as Purchased at Auction



Damaged rudder and elevator



Kadet Wing Plans

After purchasing the *Seniorita*, **Nelson Carpenter** suggested that I build a wing for it. I found some plans for a *Sig Kadet* on the internet and had the plans printed full size at *FedEx Kinko's*. Since the fuselage on the *Seniorita* was about 15 percent larger than those shown on the *Kadet* plans, I modified the wing plans to increase the wing area and maximum thickness of the wing by 15 percent. I also modified the wing plans to add ailerons and decreased the dihedral from 4 percent to 2 percent to increase the effectiveness of the ailerons. The finished wing has a span of 57 inches and a wing area of 684 square inches.

In addition to building a new wing, I stripped the old covering off the fuselage, and repaired the rudder and elevator. Next the plane was covered with *Monokote*, new windows were glued in, a *futaba* servo was installed in the wing, and a spectrum 4-channel receiver and battery were installed in the fuselage. Also, the *Kadet Seniorita* logos were salvaged from the original covering and applied to the vertical fin. After adjusting control throws, the plane was taken to *Mead Field* for a test flight.

At *Mead Field*, several attempts were made to start the engine but were unsuccessful since it probably had not been run for many years. **Tom Wild** performed diagnostics on the engine and took the carburetor apart to clean out all the crud. After cleaning the carb, the engine fired right up and ran perfectly.

Nelson Carpenter performed the maiden flight and trimmed the controls. The aileron controls were also changed to the exponential setting on the transmitter since they were quite sensitive. In summary, the *Seniorita* has been salvaged from the scrap yard and has now performed several flights. I'm looking forward to getting it out again.



Cutting the Wing Ribs



Right Half of Wing Assembly



Joined Wing Halves with Sheeting



Completed Salvaged Seniorita

Western R/C
Flyers

B-26B-2MA, 41-17901

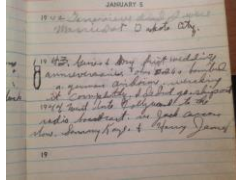
"Bucket O' Bolts II"



By Dave Kelly



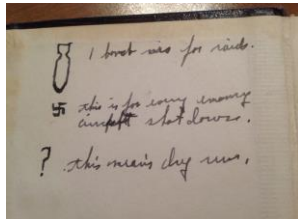
George Kelly married my mother, Genevieve Gilson on Jan 5, 1942. In my father's diary I read Jan 5, 1942 "Gen and I were married. Dakota City".



On that same page, exactly one year later is the following. Jan 5, 1943 "Gen's and my first wedding anniversary. "Our B-26s bombed a German aerodrome. Wrecking it completely. I didn't go. Ship out"

My father served under General Jimmy Doolittle, 17th Bomb Group, 95th Squadron.

The group was tagged "The Daddy of them All". They were the one of the original crews on the B-26 bombers to begin the bombing campaigns in the Mediterranean theater.



His crew picked up the brand new *Martin B-26B*, serial number 41-7546, from the *Martin Bomber* factory in Omaha Nebraska. From Omaha they flew to West Palm Beach, Florida. On 18 November they launched on the southern route to Tunisia, North Africa. Aircraft #546 had to ditch off the coast of *Brazil* on 25 November, prior to their destination of Natal, due to an inflight fire. All crew survived, but **Abernathy** (Pilot) for reasons unknown never showed up at their final destination Djedida Field, just outside Tunisia, Tunis North Africa. Djedida Field became my father's home for a harrowing 15 months.

To be continued.....





~ 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 17th** – *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 28th.

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