



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

February 2018 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 SkyKnights* had their auction in Waverly a few weeks ago. By my count there were roughly 145 items on the block. Some great buys were had by several who stuck it out.

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 1<sup>st</sup>. 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.

**See you at the Field!**

**~ Rick Miller**

### Next Meeting: TBD



### Vice-President's Corner



I don't know how many of you *Western* guys knew **Mike Cunane**. He was an *Omahawk* member and passed away earlier this month. He was a nice guy and will be missed.

Several *Western* members were at *Sky Knights* auction. I hope everybody got what they wanted.

In a moment of weakness I bid one time on a plane then everybody quit bidding (darn.) Oh well I guess I will just have to suffer and put a motor and receiver in it since all the servos are there. It's a **Bud Nosen** kit and is a beauty. I'll try to add a picture. Hope you have a good rest of the winter. Build something!

**Fly 'em!**

**~ Rick Haneline**

## Treasurer's Report



There isn't any news on the Treasurer's front. Some new members. Also, dues are being paid and our coffer is building back up to handle our club's 2018 budget. Please continue to send your dues in, and I'll be sure to turnaround your new 2018 field card. Thanks.

Your Treasurer

- Dean Copeland

~ \*Dues for 2018 are Payable now thru April 1<sup>st</sup>. Thanks for your Cooperation. ~

\*Your dues may be mailed to Dean Copeland, Treasurer at 15668 Fountain Hills Dr. Omaha 68118  
NOTE: Please include your postal mailing address when sending in dues.

## FAA REGISTRATION REQUIREMENT

Within the January 2018 issue of *Model Aviation*, the "AMA in Action" column presented information on the Federal Aviation Administration's registration requirement of our model aircraft. A bill recently passed contains language that will have all hobbyists comply with the legal requirement for registering our RC models. That includes displaying your FAA registration number with AMA's on your models.

For more information, refer to the January issue of *Model Aviation* magazine beginning on page 16.

- Here's Rick Haneline's spur of the moment buy at the Lincoln Skyknight's auction. Considering Rick wasn't sure at first about bidding on it, he ended up with a pretty decent airplane for \$150 ready to fly. A large scale Nosen Citabria.



Western R/C  
Flyers

# Round the Skunkworks

By Tim Peters

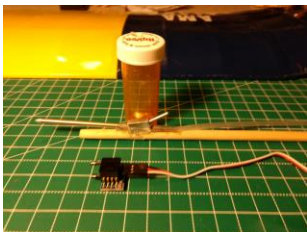


Brrrrrr. I don't know about your workshop but the Skunkworks has been cold at times during January 2018. How cold was it????

- *The rocks rattling around in your shoe are your toes.*
- *Lawyers have their hands in their own pockets.*
- *Mailmen watch out for both dogs and polar bears.*
- *I'd sooner listen to rap music than go outside.*
- *It is so cold that the West Omaha flasher was seen describing himself to three different women recently.*

A few projects have been progressing despite the temperatures. The *Olympic* sailplane has been refitted with a new FPV unit. A replacement hatch was fabricated for the sailplane along with a saddle board which holds the equipment more securely than its predecessor. The new version uses a CCD camera with 170 degree field of view, a new video transmitter board capable of operating using either 25 mW, 200 mW or 600 mW power, and a 'pagoda' style antenna for better reception.

After 'misplacing' and nearly losing the *Oly* last October, I decided that a change was in order. I needed either a very loud 'beeper' that I could activate from the transmitter, a 'locator beacon' for finding lost aircraft or some other way to avoid 'misplacing' an aircraft while flying FPV. Beepers actually work very well with quadcopters, but you still have to be 'in the vicinity' before you can hear them. However, I could not get them to work the same way with typical R/C equipment. I do think we'll get to the point where we'll be able to use 'off-the-shelf' generic locators that will read their position from gps and report it to a cell phone, but that technology is still pretty high-priced. On the other hand, most of us have seen or heard of hobby drone quadcopters that can 'return-to-home' at the press of a button or loss of signal or low-battery. I decided to



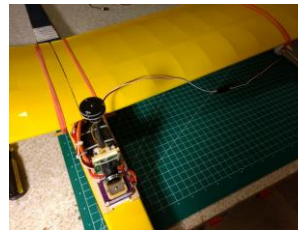
employ that same capability into the *Oly*. In addition to the fpv equipment, the saddle board now contains an APM autopilot module capable of flight stabilization and autonomous missions. The main APM board is about

the size of a deck of cards. It takes input from a variety of both internal and external sensors. Internally it gets information about pitch/roll/yaw angles and altitude. External sensors provide compass direction, gps latitude/longitude and airspeed.

The APM absorbs all of this data along with pilot commands from the R/C receiver to control the aircraft. It also provides flight data overlay with the camera picture and the result is a FPV video display of the pilot view from the cockpit along with the flight information—airspeed, altitude, compass reading, latitude/longitude, etc. The previous FPV unit had similar capability which ultimately allowed me to locate the *OLY* after losing it. During normal flight, signals from the r/c receiver pass through the APM directly to the servos. The new version has more capability in that you can program the APM to remember the location from where the aircraft was launched, and return to that location if requested. I set the APM to do the 'Return to Home' by a switch on the transmitter. If the FPV picture is lost and the aircraft cannot be visually spotted, the 'fail safe' is to press the RTH switch, set the transmitter down and hope for the sailplane to return. Also it has been configured to RTH if the transmitter signal is lost, so in theory you could just shut off the transmitter. But assuming the plane does RTH, it does not land itself, it just orbits around the takeoff position at a pre-determined altitude, so once located, the suggested action is to switch off RTH and take command again to land. (Of course this assumes there is sufficient battery to get the sailplane to this...)



I am looking forward to giving this a try as soon as the weather permits. I plan to test the RTH during normal flight (no FPV) to make sure that it works as advertised. One new feature is the airspeed sensor. I had this sitting around unused but it is now included as part of the setup. I had been relying on GPS to give the APM an approximate airspeed based on groundspeed. The APM uses GPS to measure changes in latitude and longitude over time to give a ground speed. (So you are assuming airspeed is equal to groundspeed, i.e. calm winds.) The airspeed sensor uses a pitot tube and small sensor 'chip' to obtain the actual airspeed data. As you might expect, it is important to keep the pitot



tube away from the propeller. For this setup I mounted the sensor and associated electronics into a pill bottle, cutting a hole for the pitot tube. The assembly hangs underneath one of the wings (away from the prop) attached to the wing with a rubber band. The unit connects to the APM using a servo extension cable. See the photos.

So far I've got Jim Henley's *Decathlon* and the new *Olympic* sailplane ready for test flights. Bring out your stuff to Mead and let's burn some fuel or chew some electrons together this spring.

## *A Saturday Flying at Mead* By Rene Mayo

As I sit gazing out the window waiting for another winter storm to hit Nebraska, my thoughts keep returning to the exceptional January day I was able to experience yesterday. While most articles written are technical in nature, this one is truly from emotional level. Heh, I'm a chick, what can I say. ☺

Yesterday, January 20, I had the pleasure of meeting for lunch with 7 other members of the *Western Flyers* at 'Round The Bend' near Ashland. During this time of good food and good friends many stories were swapped of winter building projects, memories of flyers past and even a few stories of contest activities that may or should never ever be put into writing.

As we walked out of the restaurant, the temperature had increased to almost 50 and the winds were non-existent even though we were on a hilltop, quite out of character for January in Nebraska. Since a few of us had thrown a couple of electric planes in our cars, and after the normal show and tell that must occur, 3 of us made the trek up Route 66 to Mead. Anticipation was building as each mile by on the short 14 miles to the field and the lyrics of "Get your kicks on Route 66" repeating in my mind. It seemed the sky got bluer with each mile and the sun got brighter. What a day for flying.

Upon reaching the field, the windsock confirmed the non-existent wind as it lay limply against the pole. Once in a while a slight movement could be seen but I believe that to be of the gentle thermals that were rolling around.



First out into the air was an older glider that Loren had changed the small gas engine with no throttle control out for an electric motor. What I found fascinating about this



glider was the motor housing. The motor was mounted on this hinged block that would bounce upright when the motor was engaged and settle quite nicely flush back into the top of the plane when the motor was stopped (all technical questions should be directed to Loren). Quite the little *Jack-in-the-Box* with the throttle control. Since this was a glider, it did make nice use of the gentle thermals that were rolling through. Even a hawk came to check out the unusual flying machine. I was even able to capture this in a photo as well as the actual motor. Did I mention how blue the sky was and not a cloud in sight? It was amazing.



Around this time, Tom also launched his little red and white plane with the red starburst design. This plane has some history as Tom had built it many years ago as gas and only recently converted it to electric. Once again, technical questions need to go to Tom. It was fun to watch Tom's antics in the sky as he put this little plane was put through the motions.



Although I'm not too sure the cows appreciated him. I watched trying not to laugh too hard as the cows hustled from being next to the road over to the far edge of the corn field. The day had been so quiet that even the sounds of electric motors were loud and could startle the cows. We were able to hear muffled gun sounds and we guessed they were from the *Ashland Gun Club* some 10 miles away. Did I mention how clear the day was???

Next was time for a maiden flight of the *Canary*. The *Canary* is a retooled *Seniorita* that included some modifications and new covering. All jokes about the color scheme resembling John Deere were put to rest. This plane flew like a nimble canary and was just as beautiful. No lumbering tractor was she. I had no trouble executing turns, maintaining altitude, and just plain toddling along on this beautiful day. Soon she will be sporting decals of *Norwich Canaries* (look



that one up) to prevent any vulgar references to *John Deere* in the future. Did I mention there was not a cloud in the sky and no wind to speak of???

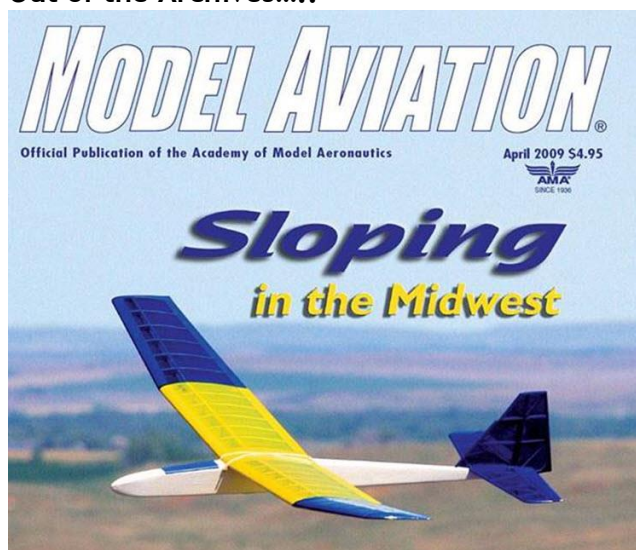
## A Saturday Flying at Mead Cont.

And how could we forget the Windfreak. Loren had wrote about this plane in the last issue so I won't mention anything except her sheer beauty. As the sun was reflecting through the translucent covering on this beautiful day we were commenting how much she really looked like a bird up in the sky. Our wondering minds pondered that with the right covering, there would be no way you could tell the difference.



Finally our day came to an end with all batteries spent. While the temperature was still around 50, we (or at least I) did not have any frosty fingers and stinging cheeks. The sun had kept us warm and the winds remained at bay. Savoring the flights of the day as I drove back to Lincoln, I was once again reminded that we lived in Nebraska. As I came over the crest of the last hill and with Lincoln in the horizon I could see the enormous wall cloud building along the front line for the storm that is one us today. And as I drove under the interstate, I passed from bright sunshine into total overcast with a blink of an eye. My rear view mirror confirmed the line in the road between sun and gloom. With only my memories (and these few pictures) who would have believed such a brilliant day could be had in January in Nebraska.

### Out of the Archives....



### About the Cover

Tim Wild (Lincoln NE) launched a Sig Manufacturing Riser during the first competition day of the Midwest Slope Challenge (MWSC), while waiting for the winds to build.

## Rebuild of 1/5 Scale Sig Spacewalker

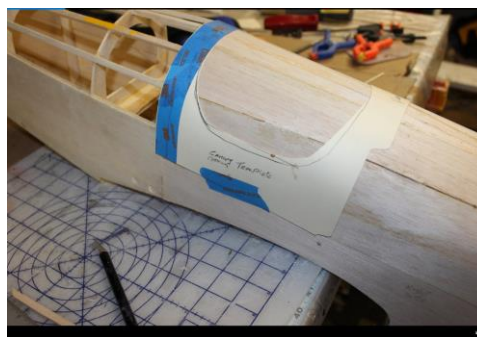
By Jim Henley



For those of you that remember, several months ago I began rebuilding the fuselage on a *Great Planes Spacewalker*. Well after many false starts and other excuses I have again started to complete the repair I started months ago. One inspiration to get the Space Walker finished was seeing pictures of the very nice job **Tim Peters** did repairing and recovering my old .40 size *Decathalon*. The covering scheme I decided to use is not the same as the airplane was originally covered by *Great Planes*. Not only are the colors completely different, but the layout mimics more closely the layout of **Hazel Sig's** original airplane. For the sake of time and because I am working indoors, I elected to cover the plane with *Monokote*. First I covered the fuselage with the pink *Monokote* then I laid out the markings for the black portions with a fine black sharpie. Once the stripes were laid out, I traced them using velum. After getting all the lines straight and the curves equal, I transferred the velum images to card stock to make templates. These templates were used to cut out the black *Monokote*. This was done in sections over several days, because it took some experimentation to:

1. Cut the patterns and holding the material so it would not slip under the template
2. Lay the material over the existing *Monokote*, make sure it aligned with the pattern laid out on the fuselage.
3. Adhere the *Monokote* to the pink material underneath.

*Monokote* is a neat material but it does not like to be stacked on top of its self without getting air bubbles trapped between the two layers. The fuselage is not finished, but is at a good point to set it aside while I order a new cowl and wheel pants. The wing suffered minimal damage so it should only require minor repair and recovering in the new color scheme.



Cont. Page 6

## Rebuild 1/5<sup>th</sup> Spacewalker Cont.



~ \*Dues for 2018 are Payable now  
thru April 1<sup>st</sup>. Thanks for your  
Cooperation. ~

\*Your dues (\$35) may be mailed to Dean Copeland,  
Treasurer at 15668 Fountain Hills Dr. Omaha 68118

*Western R/C  
Flyers*

# A Patriot from a Patriot

By Doug Clemetson



Lt. Colonel Charles A. Lane was born in 1925 in St. Louis, Missouri. In 1943, Lane entered the Cadet Corps at Tuskegee Institute in Alabama. After graduating as a fighter pilot in 1944, he joined the Army Air Corps, flying with the 99th Pursuit Fighter Squadron, 332nd Fighter Group. As one of the “Tuskegee Airmen”, Col. Lane piloted P-51 fighter planes on 26 combat missions escorting B-17 and B-24 bomber aircraft during World War II. This African-American unit, known as the “Red Tail” group because of their distinctive aircraft paint scheme, ended the war with an unprecedented record of flying more than 1,500 missions in Europe and North Africa, losing only ninety-eight pilots. After WWII was over, Col. Lane later served as a

Communications/Electronics officer and worked for twelve years in Air Force Special Security, serving in Vietnam from 1964–1968 and Guam from 1968–1970. His final mission was flown in a B-52 Stratofortress. After he retired from the Air Force in 1970 he moved to Omaha, where he lived until he passed away in November 2013 at the age of 88.

After his military service, Lt. Col. (ret.) Lane became an avid R/C airplane builder and flyer, amassing an incredibly large collection of airplanes and accessories. Following his death, his collection of hundreds of airplanes, kits, engines, and parts were auctioned off during two online auctions held in August 2015 and February 2016. During the first auction in 2015, I purchased a Great Planes Patriot ARF kit from his collection that is shown in the photo below.



Photo of the Patriot Kit as displayed in the on-line auction. (Photo by Auction Solutions)

Since this auction item was labeled as “Great Planes Patriot ARF **\*\*Water Stains\*\***” and it was hard to tell from the photo (see above) what condition it was in, I decided to take a chance and bid on it and obtained the winning bid of \$13.00. I didn’t look in the box until February 2016 and what a surprise that was. It turned out that only the box had water stains

and everything inside was in perfect condition. Not only was there a complete undamaged ARF kit to build the Patriot, there was an extra bundle of various size balsa pieces, two electric motors, two battery packs, a set of three retractable landing gear, two extra steerable nose gear, extra wheels, and a bag of various screws, nylon bolts and control horns. In addition to the extra model airplane parts, the biggest surprise was finding six 18"x24" prints of Tuskegee Airmen photos and paintings, three of which were autographed by several of the Airmen. See Follow-up story about the Tuskegee Airmen prints.

This Patriot was my first ARF project and I was amazed at how much easier it was to build than the previous planes I had built from scratch kits. The hardest part was painting the pilot. I finished assembling the Patriot in February 2016 but haven't flown it yet. It has a wing span of 47 inches, a wing area of 524 square inches and weighs 5 pounds 8 ounces, which results in a wing loading of 24 ounces per square foot. I installed a K&B 40 two-stroke engine with a 10x5 propeller. I'm looking forward to getting it in the air, hopefully later this year for its maiden flight. I feel honored to own a Patriot from a true Patriot, Lt. Col Charles A. Lane, Jr.



**Completed Patriot**



# Patriot Part II – Tuskegee Airmen Paintings and Photo Prints

By Doug Clemetson

As described in the previous article, I found six 18"x24" prints of Tuskegee Airmen paintings and photos in the Patriot ARF Kit box I purchased during the first Col. Lane auction in August 2015. During December 2017, I finally got around to framing the prints and now have them hanging in my office and workshop. I have included photos of them along with a short description of each in this article. Since I didn't have a good way to make copies of these prints, I took photographs with my iPhone, which resulted in a lot of reflection from the glass. Therefore, I apologize for the quality of the photos shown in this article. If any of you want to get a better look at these prints, please let me know.



**Tuskegee Titans by Robert Bailey**

This first print is Robert Bailey's "Tuskegee Titans" painting. During the final months of World War II, the Tuskegee Airmen were extremely active escorting bombers and knocking down German fighters as well as strafing important ground targets. This painting shows P-51 Mustangs of the 99th Squadron 332nd Fighter Group destroying a convoy of German heavy armor and trucks. In the lead is Lt. Col. Charles A. Lane flying his "Meatball Rap II" P-51 Mustang. This Print is autographed by Col. Lane and five other Tuskegee Airmen.



**Red Tail Pass by Robert Bailey**

This second print is Robert Bailey's "Red Tail Pass" painting. Tuskegee Mustangs are seen streaking over southern Germany on April 1, 1945, just one week before V-E Day. On this day and the preceding day, the Tuskegee Airmen destroyed 25 enemy aircraft with only one lost. It was a historic two-day period for the Tuskegee Airmen, of which they will always be proud. Up front are 'Duchess Arlene' (1st Lt. Robert W. Williams) of 100 Fighter Squadron, and 'Creamer's Dream' (1st Lt. Charles White), 301 Fighter Squadron. This print was autographed by Col Lane and twelve other Tuskegee Airmen.



**Tuskegee Junction by Robert Bailey**

This third print is Robert Bailey's "Tuskegee Junction" painting. It depicts a scene from July 1944. 1st Lieutenant Charles E. McGee and squadron mates (302 Fighter Squadron, 332nd Fighter Group) are shown in a spectacular strafing attack on a railyard north of Vienna. They have just escorted a bombing raid and are striking targets of opportunity on the way home to their base in Italy. A train full of ammunition receives a direct hit from 50mm caliber machine guns, while another train attempts to escape at high speed. This print is autographed by Col. Lane and seven other Tuskegee Airmen.



**P-51 Mustang**

This print is a photograph of a P-51 Mustang. I don't know the date or location that this photo was taken. However, based on the numbers on the side of the plane, I think it may be the P-51C that is now owned by the Commemorative Air Force (CAF) Minnesota Wing and is based in Red Wing, MN. However, the photo must have been taken before the last restoration since it does not have the CAF emblem below the pilot's window or the yellow stripes on the wings.



**“Guardian Angels” Pencil Sketch by Geoff Pleasance**

This print is a Pencil Sketch “Guardian Angels” that is signed by artist Geoff Pleasance and is numbered 2/50. On the print it has a note “Omaha 2004” in the lower right corner. I’m not sure but it may have been commissioned for the Tuskegee Airmen National Convention held in Omaha during 2004.



**Lt. Col. Charles Lane, Jr. with his P-51 Mustang “Meatball Rap II”**

The final print is an enlarged photograph of Lt. Col Charles Lane, Jr. pictured in front of his P-51 Mustang plane that was nicknamed “Meatball Rap II’. Thank you for your service Col. Lane and all veterans, you are truly Patriots.





## ~ 2018 Western R/C Flyers Event Schedule ~

Schedule for 2018 club events to be set and posted within **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. 2018 Membership Application**

Please print clearly!

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

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

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

Evening Phone: \_\_\_\_\_ Day Phone: \_\_\_\_\_

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

AMA Number: \_\_\_\_\_ Dues Paid: \$ \_\_\_\_\_

**2018 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 (new applicants only) and send with check to WRCF Treasurer:  
Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118