



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

February 2019

President: Rick Miller

Phone: 402-624-2530 email: millerrick7@gmail.com

Vice President: Rick Haneline

Phone: 402-321-7577 email: richh55@msn.com

Field Maintenance: Jim Henley

Phone: 402-213-1451 email: jhandmehenley@cox.net

Treasurer: Dean Copeland email: dcopeland937@centurylink.net
Address: 15668 Fountain Drive, Omaha 68118 Phone: 402-334-2787

Secretary: Tim Ryan

Phone: 402-943-6731 email: old43school@outlook.com

Tailspin Editor: Nelson Carpenter

Phone: 402-709-3651 email: J3flyah@gmail.com

A Word from the President



I am sure that you all have your winter projects almost completed, right???

It time for us to have another meeting and hopefully you all can be there. We need to complete the planning for the events, and settle any questions for the next year.

The SAC Indoor event went especially well this year and the weather didn't help but most made it anyway, a Great Event. A few photos were taken and I hope we can get them in the Newsletter.

See you at the meeting.

Let's go fly!

~ Rick Miller

Meeting: Thursday Feb 7th
Doors open 6:30pm Mtg at 7pm
Papio NRD - Wherspann Lake



Vice-President's Corner



Winter is here and the flying season is over for me. I am going to try and get busy and get a few planes set up and ready for spring. Went to the *Grand Island* auction with three other guys. Took my truck because of the room in the bed. Put up the second level in my pickup bed, and packed it full. There wasn't room for another thing on the way home. Had a good time. I only planned on getting a motor, which I got but also ended up with two planes. I'm sure you understand.

The Waverly auction is Feb. 2nd so go get some stuff. I'll quit now and get this off to Nelson so he doesn't holler at me this month. Get your planes ready, Spring isn't that far away.

Go out and Fly!

~ Rick Haneline

BACK ISSUES TAILSPIN:

http://www.metrocflying.com/metro_newsletters.htm

Treasurer's Report



I don't need to tell you all that the snow has pretty much stopped most of the flying but don't give up, there is always a new season and without winter to prepare, you won't have anything to fly.

As of this report we have 20 paid up members for the 2019 season. With that said how about the rest of you sending in you renewals.

Hope that you all enjoyed the Holidays and received those much needed supplies to complete your projects. Look forward to seeing you at the field, take care and be safe.

Your Treasurer

~ Dean Copeland

~ *Dues 2019 ~

*Application for membership or paying member dues may be mailed to:

Dean Copeland, Treasurer
15668 Fountain Hills Dr.
Omaha 68118

NOTE: Please include your postal mailing address when sending in dues. Also your phone number and current e-mail address.

~ Western RC Flyers Meetings ~

THE FEB 7TH MEETING WILL BE HELD AT THE PAPIO NRD OFFICE (NATURAL RESOURCES CENTER) LOCATED AT LAKE WEHRSPANN. START TIME 7:00PM. DOORS OPEN AT 6:30PM.

Plane Savers and Safety First

By Nelson Carpenter



A new YouTube channel has become very popular in the recent short 3 weeks that videos have been posted almost daily. It is especially popular with aviation enthusiasts and those who faithfully watched "Ice Pilots" when it aired on the History Channel. This new series "Plane Savers" focuses on the

restoration of DC-3s and C-47s which are basically are all one in the same. The



channel and its series is an attempt at raising funds for restoration of a DC-3 currently located in Montreal.

Mikey McBryan is the producer and host of this series. He is the son of the Buffalo Airways founder in way-north Yellow Knife, Northwest Territory, Canada, Joe McBryan. The videos average 12 minutes in length. As I've told others, these videos are genuine and refreshing to watch. You can find the channel and series, numbering 29 episodes at time of this writing, here:

<https://www.youtube.com/channel/UCvFNTUDikuXwaoFE45bq4Xg>



Start with Episode 1 which first aired early January. I'm pretty certain you will enjoy Mikey and all his episodes. Further, you will want to subscribe. Already he has over 21k subscribers and growing.

Remember, the February club meeting will be on Thursday the 7th at 7pm. The meeting will be in the larger board room to the right of the building's lobby. We can get in at 6:30pm. Be sure to bring a show n' tell.

For this newsletter, I thought to add the *AMA Safety Guide* for us all to review. Safety First. Reporting on the *SAC Museum Airshow* in January, Tim Ryan provides photos as did a few from Rick Miller who both attended. Tim also reported on the *Grand Island RC Auction*. You'll also find several winter build articles, and a "WWII Remembrance" article by Dave Kelly.

Western R/C
Flyers



Academy of Model Aeronautics
National Model Aircraft Safety Code
Effective January 1, 2018

As an AMA member I agree:

- I will not fly a model aircraft in a careless or reckless manner.
- I will not interfere with and will yield the right of way to all human-carrying aircraft using AMA's See and Avoid Guidance and a spotter when appropriate.
- I will not operate any model aircraft while I am under the influence of alcohol or any drug that could adversely affect my ability to safely control the model.
- I will avoid flying directly over unprotected people, moving vehicles, and occupied structures.
- I will fly Free Flight (FF) and Control Line (CL) models in compliance with AMA's safety programming.
- I will maintain visual contact of an RC model aircraft without enhancement other than corrective lenses prescribed to me. When using an advanced flight system, such as an autopilot, or flying First-Person View (FPV), I will comply with AMA's Advanced Flight System programming.
- I will only fly models weighing more than 55 pounds, including fuel, if certified through AMA's Large Model Airplane Program.
- I will only fly a turbine-powered model aircraft in compliance with AMA's Gas Turbine Program.
- I will not fly a powered model outdoors closer than 25 feet to any individual, except for myself or my helper(s) located at the flightline, unless I am taking off and landing, or as otherwise provided in AMA's Competition Regulation.
- I will use an established safety line to separate all model aircraft operations from spectators and bystanders.

Flashback - 1989

When the International Miniature Aircraft Association (IMAA) was in its infancy, the Western RC Flyers club established chapter 284. The 284th Aero Squadron had a nice ring to it, so we incorporated that into our chapter name.

Many of us were members of that chapter, while still treating the Western RC Flyers as our primary club. Yet it was because of our large aircraft that we decided to look for a second more open field to fly other than Springfield. The IMAA chapter was the catalyst leading to Mead becoming the club's second flying field. That was 30 years ago.

Further, we were probably the only club in the area to have two active flying fields. Fortunately we had Mead Field for our club to fall back on when we lost the Springfield site.

Nelson Carpenter



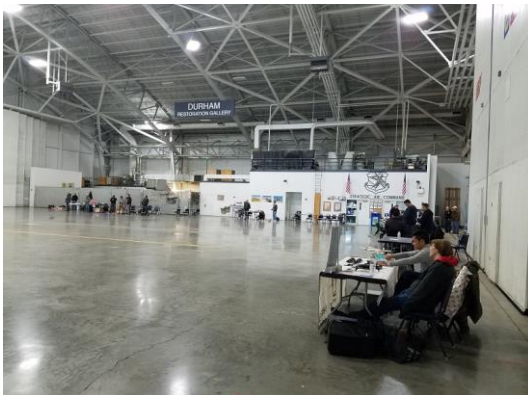
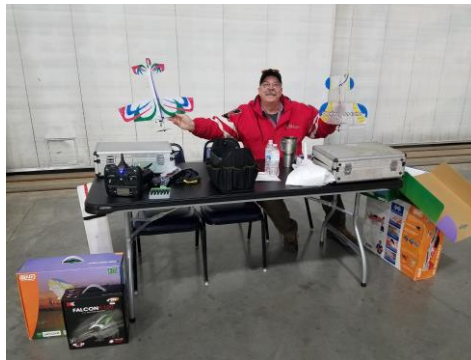
Western R/C
Flyers

SAC Air Show and Demo

Report by Tim Ryan



Rick Miller and I were there for the early shift, and Scott Kuhn, who will be joining our club soon. I did see Rick Haneline, and a few other members there whose names I don't know yet. Steve Rasmussen was there with the glider club from the Blair airport. There was a great turnout though. I'm guessing about 50 to 60 participants, and as many or more visitors. It was a lot of fun. There were many mid-air's of course, with as many as 10 planes and drones in the air at once. Included here are a few photos I took and some by Rick Miller.



Mead Field Weather Station

<https://www.wunderground.com/personal-weather-station/dashboard?ID=KNEMEA2>



My First RC Auction

By Tim Ryan



Well, I'm no longer an RC auction virgin. On January 13th I attended the *Grand Island Modelers* auction, held at the Heartland Events Center at Fonner Park. I went with three other modelers, including members Rick Haneline and John Millie. The four of us bought enough items that Rick had to add a second layer to the covered bed of his pickup in order to fit it all in. It was a lot of fun, but a common theme was surprise at the prices many of the aircraft were bringing. Even so, I was able to snag a few bargains. There were probably close to 100 aircraft sold, and the action was fast paced.

I heard later that the auction had generated over \$13,000 in sales, so it was a great money maker for the club.

I'm looking forward to the *Lincoln Sky Knights* auction on Saturday, February 2nd at the Waverly Foundation Center, 11120 N. 141st Street, Waverly NE. Registration begins at 8am, and the auction begins at 10am.

Keep 'Em Flying!



Western R/C
Flyers

“Nobody else on the plane was hurt.....”

Submitted by Dave Kelly

“Nobody else on the plane was hurt. The waist gunner looked like a jagged screen. The Fort got home okay.

I climbed in with the Medico, and, getting through the door, I put my hand in a gob of blood and brains that had spattered back that way. I took one look at the body and climbed out again, careful this time where I put my hands. I felt no nausea, just a sense of shock, just a kind of deadness inside. I walked out beside runway 25 and sat down in the grass, and watched the high squadron peel off and come in. Then I remembered the blood on my hands and wiped it off in the grass.

All the Forts got back. Nobody else was hurt. One man ran through his luck, and got it. I watched a Fort taxi past to its parking area, smooth and clean, slim and deadly and lovely, a million synchronized parts all working just for one thing... death.

If we could win soon ... this month ... or next month ... maybe there will be a chance .. the sooner, the more chance. The last of the Forts was home for the night, motors cut, wheels chocked, crews unloaded.

I sat in the grass until the moon rose, and tried to think out my own way in the world coming after, and wondered whether there would be any time for me.

I've watched some babies be born. There is always blood at birth. There is horror and pain and the smell of the afterbirth, and the red ugliness of the new child. Maybe that is the way the world is born too.

I looked away at the sky, and asked Lady Luck to fly in close on the rest of my missions, and asked that my eyes be clear, and my mind be cool. There was hope then, and there was fear. There is always fear.

And there was love for the world, because it is a big world and there is good in it, and truth and deep loveliness.

A flight if Typhoons came over low. It was time to be getting back. I'd missed chow as it was, and I had to wash my hands”

This was an excerpt from "Serenade to the Big Bird", by Bert Stiles. Bert was an American author. August 30, 1920 - November 26, 1944.

He flew as a co-pilot on B17s out of Bassingbourn, England. The same field that was home to the "Memphis Belle".

Bert flew 35 missions with the 91st bomb group and then volunteered to fly P-51's with the 505th Fighter Squadron out of Fowlmere, England.

On November 26, 1944, his 16th mission, he was flying a P-51D, Tar Heel" serial number 44-14113. His squadron encountered 50-60 Luftwaffe FW-190's. Stiles was credited with his first, and last victory downing one of the FW-190's. Disorientation and or high speed stall, or just getting caught up in the fight, Stiles did not pull out soon enough and impacted the ground.

This book of his memoirs is a fantastic read. I highly recommend you get a copy. It's an easy read as well, only a hundred thirty pages or so, but incredibly moving.



Western R/C
Flyers

Giant Scale P-47 Thunderbolt

By Jim Henley



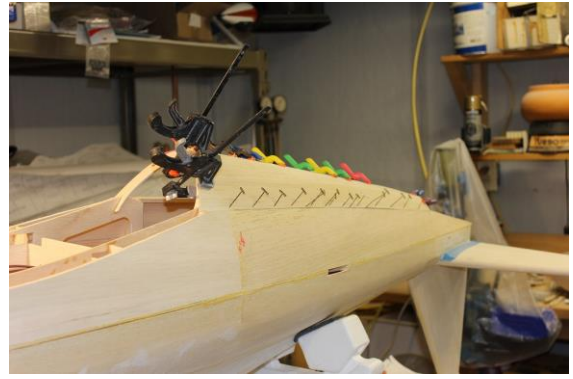
The P-47 build continues, as indicated last month the bottom formers and stringers were added, along with the push rod tubes, air-lines and air tank. The bottom of the fuselage has been sheathed to the point that the wings need to be built. I am building this plane with the intercooler doors in the open position, and instead of using the supplied ABS plastic, they will be built from .010 G-10 which will hopefully make them stronger than the plastic. From here it is on to the wings!



Cont. on page 8

*Western R/C
Flyers*

Giant Scale P-47 Thunderbolt Cont.



**WOUNDED WARRIOR
PROJECT**

*Western R/C
Flyers*

PT-26 Cornell Project

By Nelson Carpenter



The month of January was spent focused on the PT's flaps which were not part of the kit's plans. I had to design those in myself, but relied much on Larry Inness' PT-19 that had flaps. Both are large models and same size with the 89 inch span.

I settled on split flaps that recess into the wing and flush to the bottom of the wing. I also included Fowler like flap action with the flaps moving out and away from the wing when dropped. A servo operates each wing flap with the pushrod and control horn hidden within the wing. Satisfied with how they looked, I then "skinned" the interiors and painted them in zinc chromate green. This paint has been used in full scale aircraft since WWII to head-off corrosion. I still need to detail out the cockpits and repaint the two pilot busts. This *Dynaflite* kit is a "fun scale" build, but I'm doing my best to detail it out.



Du-Bro pin hinges are used and configured to get the *Fowler* action with the flaps. Servo pushrod enters the wing "pockets" where it attaches to flap leading edge. I should easily get 45 degree flap.



Underside of the flaps and pockets also needed the zinc chromate green coating.



Two cockpits were skinned and then painted.



All the components have been built. These three photos show a mock-up of the PT. The VVRC 20cc gas engine is already fitted to the firewall. Just need to mount and plumb the fuel tank. *Ultracote* will be used to cover the model.



Western R/C
Flyers

The Cessna 170 Project

by Jud Bock

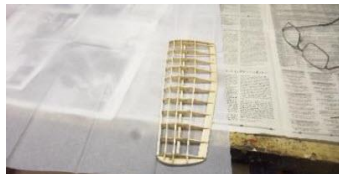


Well fellow club members, I have already reached a point in this winter building season where I am caught up with everything. I finished one already this season and wondered what to build next. I looked at the room where I hang planes from the walls, and it is completely full. So, I asked myself, where are you going to put another big plane? I had no answer, so I thought about an alternative. I was thinking about how much fun and time-consuming building stick models was years ago. So, I hopped in the old van and motored to the hobby shop and looked over the small rubber powered stick models they had in stock. I liked the looks of the *Cessna 170* and thought I would give it a try and walked out of the place with the 25 buck kit in my hand.



On opening it in my shop, I looked over the very nice plans and the kit with all laser cut parts. The parts were perfectly cut and literally fell out of the balsa sheets.

So, it was time to get out the old CA, plastic to cover the plans with, pins, and go to work. I like to build wings first because they go fast, and you have something to show for your work quickly. All the parts were labeled nicely and by the end of my 3 hours in the shop, I had the wing framed up.



I thought back to my youth and building the 50 cent stick kits using the old standard model airplane glue - *Ambroid*. It was a matter of gluing and pinning the parts down and coming back the next day when the glue was dry to unpin the part and start on the next one. Now, with CA, you just keep working till you are tired of pinning and gluing them together as there is no waiting for it to dry time. I used thin for about 80% of the job and thick for the strength points.

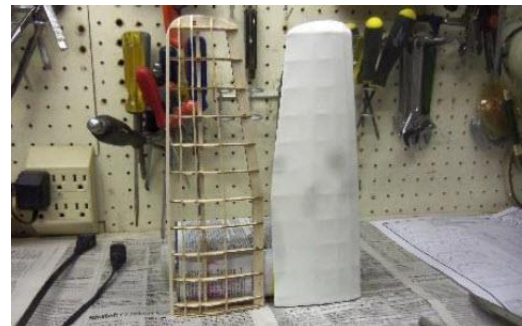
If some of you guys who have built the old stick kits and found them difficult and tedious having to cut out all the parts, you will be pleasantly surprised at how well thought out and prepared this kit is. I should mention it is a *Guillows* kit, a company that has been around forever.



So, I proceeded to work several hours a day and had all the pieces completed and hung on the wall, while I cleaned up the shop in preparation for the next stage, the covering.



As tissue paper came with the kit, and I had a pint of clear dope on the shelf, I thought I would attempt to cover it the old-fashioned way. So, I got out the 20-year-old dope, still as good as it was when I bought it and started covering one of the smaller pieces first. It didn't take me long to change my mind as to the covering material I was going to use, as covering with dope and tissue is a definite PATA, (Pain in the ass). I dug out some economy *Monokote*, which is a little thinner and lighter than the regular *Monokote* and went to work with it. I was worried about warping the wing and tail feathers with the lite construction but being careful and using just the iron for the shrinking, I was able to shrink it with no warpage. If I had used the heat gun, I am sure I would have had problems.



Probably the hardest part of the whole project was getting the windshield on, so it looked O.K. They furnished the plastic sheet in the kit and the builder had to use the template and cut the two pieces of the windshield out. After experimenting for a while, I determined the best way to attach it was with clear Scotch Tape. If you look closely, you can see it, but it is pretty much invisible a couple of feet away. Decals came with the kit, but they were probably the worst part of the kit, as they came apart when I tried to get them off the sheet. These were the mostly useless water type of decals, so I just cut them out of the decal sheet and used them for patterns to trace on *Monokote* trim sheet. I cut them out and applied them to the plane in finishing it.

Cont. on page 11

Cessna 170 Cont.

The finished model turned out pretty good I thought, and I killed a few of weeks of spare time building it. The builder could put a small electric motor on this one if he so desired, but I only made it for a time consumer and a shelf model. I may give it to one of the Grand or Great-Grand-kids for their room. I think one of the boys actually has an interest in airplanes, so he might be the least likely to break it in the first 5 minutes. It was a fun project and didn't cost an arm and a leg. So, when you get bored this winter and don't want to spend much money, give one of these kits a try. You might enjoy yourself as I did.... See you at the field....



WANTED: Your photos and stories. Recent or old. To be used in the club's newsletter. Please contact editor.

*Western R/C
Flyers*





~ Western R/C Flyers Event Schedule ~

Schedule for 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



Western R/C Flyers Inc. Membership Application 2019

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ Dues Paid: \$ _____

2019 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