



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

January 2017 Issue

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A Word from the President



Don't think many got out to fly in the cold temps we've had most of the last month. I sure didn't. But this is the time we all should be building something. Before you know it, flying season will be here and you'll want to have that fresh new airplane at the field to show everyone.

Despite the cold evening we had on the 11th, there was a decent turnout for the club meeting. **Tom Floyd** got us all "excited" with his new transmitter with voice output.

All of our officers, myself included, have offered to continue on with our roles in 2017. This action was approved by those in attendance at the meeting. We'll do our best for you, and only ask for your continued support.

Our good neighbors just down the road, the *Lincoln Sky Knights*, are having their annual auction (flyer below) in *Waverly* on Saturday February 4th. This is a good time to unload some of your airplane stuff, and perhaps pick up some bargains. Also, the Grand Island auction is this Sunday the 15th.

Thanks!

~ Rick Miller



Next Meeting:

TBD

Papio-Missouri River NRD Bldg



Vice-President's Corner



Well we are into winter which means building something for next spring. But because of other obligations I have not been real busy with my modeling. What I am able to do is repair some planes and set up a *Hangar 9 Pawnee* that I got from Nelson. I should have several planes ready.

I have agreed to continue with the position of vice president at the urging of many. Hope to do a good job there for you. See you around and flying soon!

Fly 'em!

~ Rick Haneline

Treasurer's Report



The club already has 22+ membership renewals for the 2017 season. Current club members need not fill out the application form. Just send me a check, but do include your mailing address.

Our financial situation is in good standing and should serve us well this year. If anyone has some outstanding bills that need to be addressed please forward them to me.

Hope that everyone has enjoyed the holidays and are busy in the workshop building those new projects. I have started an early 1940's free flight kit that I purchased a couple years ago from England. Check out my build article in this newsletter.

Your Treasurer ~ Dean Copeland



DAVE KELLY'S WINTER PROJECT

Kelly's airplane factory at it again. Mostly under wraps, Dave has a project going on this winter which has sentimental value to him. He did provide us with a "teaser" photo of what he has completed to date. Any guess as to what this monster aircraft will be? More to come in future newsletters, although there is a clue in this issue.



Secretary's Notes



The January, 2017 *Western R/C Flyers* club meeting was held Wednesday, January 11, 2017 at the *Chalco Hills* location. Meeting called to order by President **Rick Miller** 7:00 PM. (9) WRCF members present.

New Business:

- **Club Officers for 2017:** Rick discussed the WRCF officer slate for 2017. Rick Miller, President, **Rick Haneline**, Vice-President, **Dean Copeland**, Treasurer, **Tim Peters**, Secretary, **Mike Lawver**, Safety Officer, **Nelson Carpenter**, Tailspin newsletter editor. **Jim Henley** will head the mowing crew. It was moved/seconded/approved to keep the roster as described. Rick mentioned that he had not yet received the 2017 club charter information from AMA.
- **Treasury/Membership:** WRCF Treasurer **Dean Copeland** was unable to attend the meeting. **Nelson Carpenter** mentioned that Dean had discussed the treasury and membership with him. As of January there are 22 paid members. The treasury is in 'good standing'.
- **Diesel Mower status:** Rick said that he located the correct part for repairing the mower; cost will be about \$100. He will get out to the storage building to do battery change-outs. **Jim Henley**, **Nelson Carpenter**, and **Dave Kelly** (*mowing crew*) indicated that the large mower does well and only needs to have the starter attended-to. Blades are in good shape. The mower may need service. **Jim Henley** discussed the need to grease the mower periodically. With regard to mowing, Nelson indicated that 'teams-of-two' work well. There will be additional volunteers this year; **Steve Rasmussen** and 'soon-to-be-retired' **Tim Peters** will assist.
- **2017 Events:** The number of formal events for 2017 was discussed. It was agreed that WRCF will sponsor a 'Scale Fun-Fly' (May), a 'Club Fun-Fly' with swap meet (June), and the 'Bud Hall Large Aircraft' event in August. There was discussion regarding the need for the frequency board at the Mead site, as continued use will require some repair. It was decided to remove the frequency board.
- **Misc:** **Rick Miller** reminded those present that they need to be up-to-date on AMA membership for 2017. Nelson mentioned two new members for 2017, **Larry Inness** and **Tom Floyd**. Welcome!

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Secretary's Notes Cont.

- Discussion regarding the *Strategic Air-and-Space Museum* annual 'Indoor Fly' to take place Saturday, January 14th. **Rick Miller** had been contacted from the museum, the club will participate. Rick and **Tim Peters** to support the event. Others are welcome!
- Several discussed various web sites for obtaining good-quality weather information specific to the Mead site. 'Weather Underground' (<https://www.wunderground.com>) specific to the 'ARDC Farm/Fac Shop KNEMAD2' is a good choice. **Rick Haneline** says he gets very good results from the Wahoo airport weather site. (This may be <https://www.globalair.com/airport/apt.weather.aspx?aptcode=AHQ>, but not 100% certain.)
- There was talk about upcoming auctions at Grand Island and Lincoln.

It was moved/seconded/approved to adjourn at 8 PM.

Show-and-Tell:

Those present discussed their winter building projects.

1. **Tom Floyd** showed his 'Frsky Horus' transmitter. The unit is capable of holding 32 aircraft and is available for sale now. Tom was one of the testers for the product and had been using it for some time. He demonstrated the transmitter features and showed a list of its features. Very impressive.
2. **Mike Lawver** showed a rebuilding project: 'Seagull Models Edge 540'. He had some questions about using fiberglass cloth as part of the repair process.
3. **Tim Peters** showed the ready-to-use metal spoiler units he plans to install in a *Bird-of-Time* balsa kit. The spoilers are activated using a 'screw-jack' motor employing limit switch to prevent over-driving the units. They plug directly into an available receiver channel.



The Show n' Tells

The recent club meeting produced three "Show n' Tells" at the end. One was **Tim Peter's** spoilers that are presented in an article within this Tailspin.

- **Tom Floyd** enticed us all with his new *FrSky Horus* transmitter with a female's sultry voice providing an audible output when switches were activated. It's suspected that at least 4 of the club members attending the meeting, immediately went home and ordered this transmitter.



Upon Tom flipping the on/off switch, we all heard a sultry female voice tell us "You turned me on....."



FrSky Horus retails for \$500 through *Aloft Hobbies*. The transmitter has the audio speech outputs, full telemetry, GPS module, 6-axis gyro, 6 position flight modes, wireless trainer system, and capable of storing up to 32 aircraft.

- **Mike Lawver** brought in his "winter re-build" project which was his Seagull Model Edge 540. It had suffered a bad (really bad) landing last summer, and he had realigned the wing mounting as well as reskinned the fuse.



Business end of Mike's 540 which appeared to be straight and true as confirmed by **Leroy Konecky** (L)

Battery Safety

By Jud Bock



If you are like me, and not “Clean Dean”, (as he was known in the Omahawks back in the day, and you know who I am talking about), your shop is a disaster area most of the time. I actually try to put things back on the wall, clean the tables up and sweep the floor after a day of working, so that I can return to a semblance of order the next time I decide to glue something and stab myself with the surgical knives we use in the hobby. Sometimes, in a moment of weakness, I actually wonder if I shouldn’t try to improve the shop and the things in it, if for nothing else, safety’s sake. This brings us up to my subject for the day.

With the hundreds of cool electric airplanes on the market today, many pilots who love to fly and hate to build are entering the hobby in droves. With electric flying, comes a new hazard which most of you who do any reading at all in the model mags, have read some of the numerous articles about how dangerous the LIPO’s really are. While they are probably responsible for the huge success of electric flying today, their ability to catch fire when charging or just sitting around, is disturbing. Articles I have read, notes that a damaged battery pack after a crash, may stay inert and appear fine, and even tests the correct voltage, but may at a later time, just decide to short out and catch fire.

Because of these documented incidents, I have decided to correct a negligent storage situation in my shop. For convince sake and to quickly find the batteries I want to take with me to the field, I have, in the past, just hung



them on the edge of a wooden shelf where I have driven nails. I have worried about their positioning near wood, an ignition source, and finally

decided to do something about it. I trekked to the local Menards, and purchased a dozen bricks, and the batteries now lay on a non-ignition surface so if they do decide to suddenly short out and destroy themselves in my absence, the worst they will do is scorch the bricks and not burn down my house, I have taken the situation a step further, and bought a



couple of asbestos battery storage bags from Hobby King and keep all the rest of the small LIPOs stored in them that I have low use for, but still keep around.



While this is not the perfect solution, it is certainly a better way to store them than I had in the past. Better to be safe rather than sorry, right?

Jud Bock



LINCOLN SKY KNIGHTS RC CLUB
AMA Charter Club #405

R/C AUCTION

Saturday Feb. 4th, 2017

www.lincolnskyknights.org

CHECK-IN & REGISTRATION begins AT 8:00 am.
AUCTION starts at 10:00am til everything is sold.

BIDDING STARTS AT \$15.00. Please group small items together. Any bidding below \$15.00 is sold immediately. **You must state the minimum you will take for any item to protect it.** Mark donation "YES" to donate the entire sale to the club.



- \$5.00 admission per buyer/seller number
- \$2.00 Pancake Breakfast ends at 9:30 AM.
- All items sold in order they are received.
- Lincoln Sky Knights will keep 10% of the sale price or buy back price with a minimum of \$2 commission on sales under \$20
- A \$2 processing fee will be charged for "no sale"
- Payment is by cash or check with proper ID.
- All sales are final and sold as is.
- Breakfast and Lunch available

Waverly Foundation Center
11120 N. 141st Street
Waverly NE, 68462
(Same place as last year)

lincolnskyknights.org/auction.php

Take I-80 to exit 409. Take a right (East) on Highway 6 toward Waverly. Turn left onto 141st street at the stoplight in Waverly. The Waverly Foundation Center will be on your right as you are leaving town.



Skunkworks News

By Tim Peters



Every month I get hundreds of emails and phone calls from WRCF Tailspin readers asking "What's new at the Skunkworks this month?" Here's your personal inside scoop.

Recently I had a 4-cell NiMH battery overheat after being cycled with my

Accu-Cycle charger/discharger.

It showed a good capacity rating when I removed it from the cycler. After being attached to a wall charger, the pack overheated after an hour or so. Apparently the discharge caused one of the cells to short out. I'm glad I noticed the overheating before it had a chance to catch fire. The pack was REALLY HOT, i.e. too hot to hold in my hand. I'm usually more concerned with LiPo packs than with NiMH packs. (I store LiPo batteries in metal ammo boxes). So, please use care when charging/discharging or otherwise maintaining R/C battery packs. I use a combination of the Accu-Cycle, standard wall chargers, a trickle charger and an Ace VoltMaster meter to maintain and monitor the health of NiMH packs.



I'm building a kit-version of the DynaFlight Bird-of-Time sailplane. (Just the fact that I'm building something will amuse many of you.) One feature the BOT lacks is spoilers, so this version will include that feature. Fellow WRCF member Larry Woscyna showed me a link to some ready-to-install spoilers for R/C sailplanes. They looked like they should work great, so I ordered a pair.



These are self-contained metal units and operate by screw-jack motors that plug into the receiver like a servo. There are limit-switches that prevent over-travel and stalling of the motors. The spoilers come in a left- and right-

hand set, each blade about 12 inches long, 1/2 inch wide and about 3/4 inch deep. One of the photos shows the retracted spoiler ready to be installed into the BOT wing. There's another that shows the spoiler with blade extended.



The WRCF Mead flying site has periods of good thermal updraft activity and I have experienced

some really powerful thermals there. Many times I have had to use a spiral dive to escape them. The spoilers should provide a much better way of exiting thermals with less stress on the wings.

Maybe you've heard this one before, but I'll share this observation just the same. A well-known R/C sailplane pilot who didn't care much for spoilers described them this way. "Spoilers allow sailplanes to descend more quickly. They do this by disturbing the airflow over the top of the wing. This happens in two positions: OPEN and CLOSED." ☺

Have you thought about a new or different club flying event for the 2017 season? Let's get some enthusiasm going!



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



George Doersch War Hero

By Dave Kelly



Nelson, I dug up some old correspondence with the daughter of a WWII ace I had the chance to fly with and get to know. He has since passed and his resting place is in Arlington National Cemetery. Thought you may need some newsletter help. So here is my correspondence I'd like to share with everyone. Dave

Dec. 2009

Gigi Doersch,

I first met your father George at the Offutt Aero Club, Offutt AFB in the mid 1980s. I was a flight instructor at the aero club. George wanted to fly again. He told me it had been quite some time since he had flown, and just wanted to get recurrent again. We set up a time to fly a Piper Cherokee the next day.

The next morning was a nice day. Moderate temps, sunshine, light and variable winds, and George was excited to be there. Pre-flight went well, and after the start-up checklist was completed, George received taxi clearance to runway 32. I must say from the first moment that we left the blocks; I could tell your father was an aviator. He handled himself and the machine in a very professional matter, no detectable nervousness, and a constant little grin on his face.

Once airborne, again I could tell he had obviously flown before because stick, rudder, and power were handled very well. We turned south to the practice area and spent 30 min or so doing the normal routine of getting to know a new airplane. Slow flight, stalls, and some steep turns. That all went very well, and then it was then time to do some traffic pattern work at the Plattsmouth aerodrome. After a few landings we went back to Offutt AFB. George had not brought his logbook with him, but promised he would have it buy our next flight in a few days.

The next flight we got to know the local area a little better. We flew to a few airports in the area, got a little crosswind work and went thru some emergency procedures. Once back in the hangar to fill out the paper-work, I could not help but notice his -Ace! Wow, I was standing and flying with an American Hero. I

We flew together a few more times, and I told him of my hobby of building and flying large RC model airplanes. I asked if he could share with me any information on the markings of his aircraft, which I would one day, build a model with his markings on it. George gave me a black and white picture of his P-51 "OLE GOAT", and told me of a book by Danny Morris "Aces and Wingmen" but was not sure of how available it would be since it dated back to 1972, and published in England.

My career moved on, and now I fly large corporate aircraft all over the world. My hobby is still building model airplanes, and whenever I would see that black and white picture of your Dad's airplane I would tell myself it would be my next project. In 2001, while on a trip to London, I went into a used book store and as usual found myself looking at the WWII History books. I came across the book George had told me about, and chapter two was your father's story. Once again I found myself awe struck, and thought "wow" I flew with George "POP" Doersch. Needless to say I bought the book on the spot, and didn't even haggle at the price.

I decided to build the P-47 that George scored his first victory in. The book gave an excellent view of the victory markings, which are unique in many ways. His experience of hitting the ground in a P-51 at 400 MPH, and flying the aircraft back to a friendly airfield is amazing. He was certainly a significant part of the "Greatest Generation".

My father was an Ace of sorts also. He was a tail gunner on one of the original B-26 crews that flew out of North Africa, and was credited with six victories from the tail-gunner position. He too was named George. George L. "PAT" Kelly, his dedication page can be seen on B26.com. I am currently gathering materials to build a B-26 in my father's markings soon. I guess this is my way of helping the generations to come, not to forget the generations that has past.

Most of my WWII modeling is done in 1/5 scale, which means most of the fighters are 85 to 90 inches in span, and approx. 25 to 30 lbs. The B-26 is scaled in 1/6 scale. Will be about 70 lbs. The models usually take about a year to build, mostly because of a busy schedule, and I don't like to build fast. Much of the process

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War Hero Letter Cont.

is the planning and gathering materials and information on the details of the aircraft.

I am 54 yrs. young, and have been married to Renae, my high school sweetheart for 31 yrs. Renae is a HAL (High Ability Learner) Teacher with Papillion Public Schools, where we both went to school together. Renae is also an "Endeavor Fellow" with NASA, a project sponsored by NASA to bring science, math and space technologies into the Jr. High Classroom. We have raised three great children, two girls and one boy. We have two grandsons that love to go fishing and flying model airplanes and rockets with "Papa". I have spent the last 25 yrs as a professional pilot, with type ratings on Falcon and Gulfstream Corporate Jets.

Sincerely,
Dave Kelly



On one of my visits to Arlington National Cemetery, I was able to find **George Doersch's** grave site. Note the P-51 engraved on the stone, CV-R.



George "POP" Doersch. P-51D "OLE GOAT"

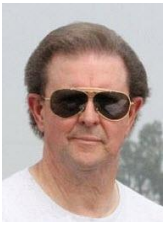


P-47 in 1/5 scale at SAC Museum. Done in the colors of **George Doersch's** aircraft following his first victory, and prior to the group receiving P-51s.



Doing WACO "N" Struts

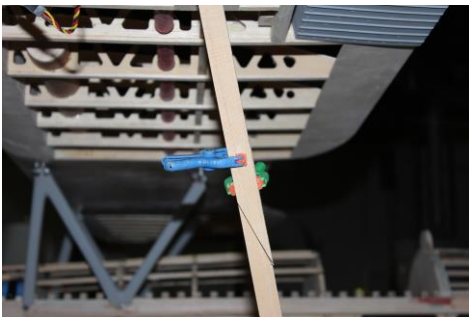
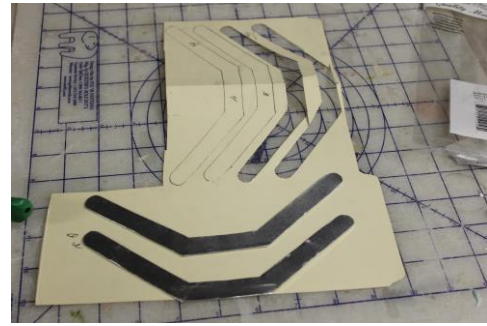
By Jim Henley



These are the construction pictures of the "N" struts for the WACO I'm building this winter. You start with following kit instructions, and end with a poor man's "exploded view." The photos included show the steps I have taken to construct the struts.

To begin, the kit instructions call for cutting the end of the hardwood strut pieces per templates provided. Then align the parts between the wings to determine the correct length. You then mark, cut, and tack glue the center strut. After confirmation all is correct, drill for 2 1/8" dowel rods to pin the two parts together. Then using the same technique, make and tack glue the front and rear pieces into place.

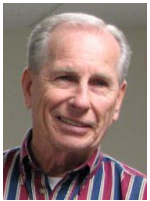
After getting the center strut constructed, I deviated from the plan instructions, and made strap material from .032 aluminum sheet. The rod ends are from 3/8 aluminum rod, which I shaped on the lathe also using my band saw and lots of hand filing.





Grosswing from 40s

By Dean Copeland



News flash.....Dean Copeland is building a kit plane, not an ARF or scratch built, yes you read that right.

When Jud Bock found out about it he suggested that I do a build article since the air craft is a long ways from the jets that I am now flying.

The plane is an early 1940's free flight with a 92" wing span called "GROSSWING", the first picture is what it look like. The fact that it is a flying wing and that I have built 3 flying wings in the past, I had to build it. I saw the article in "Sam Speaks" and after some research found a laser cut kit in England. So I bought it a couple of years ago with the intent to build it in the future.

Well the future has arrived, I will be flying my new L-39 Albatross jet at TopGun 2017 and it is ready to go other than needing practice flight time come spring. With nothing else other than some repair work on existing planes, I started on the Grosswing the first of December, and am finding that actually having plans and ready made parts sure does make a difference. Not having to design and make plans is much less frustrating and time consuming.

Since the fuselage doesn't have any flat sides, top or bottom, with the exception of the tail boom, I was left with the challenge of how do you make sure that everything is lined up and centered. Wala.....the cross hair laser that I have used on all the scratch built planes over the last 15 plus years was set up and the building began.

By the end of the first week I had the fuse all framed up including the rudder ready for strip sheeting. But before starting the sheeting it was time to make modifications for the electric motor and get the rudder pull-pull in place since it was buried in the tail boom. Also time to start locating the rudder servo (*the only servo in the fuse.*) The plane has elevons, and those servos are out near the tips of the wing. After routing the cable tubes to the front of the plane from the rudder area there was the issue of spar joiners that would be bolted to two of the fuse bulkheads.

The original free flight used laminated hard balsa wood, and the plans that I got wanted to use 1/16" flat steel. I laminated .022' fiberglass sheet on either side of 1/16"

plywood and feel that it is by far lighter and nearly as strong as steel. Now do I put the spars in before I sheet the fuse, or after??? It looks like I can put them in after sheeting the fuse. So with that out of the way the strip sheeting begins. It's not hard to do but takes time. Here are some progress pictures with the completed fuse less equipment. I'm starting the wings now, and will have more to tell next month. Stay warm and build-build-build.



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Grosswing from 40s Cont.



EDITOR'S NOTE: Thanks to all of you who have contributed articles and photos for this month's newsletter as well as all the past newsletters. It really helps, and I believe puts our club out there for others to see what a great club we have. Again, thanks!

*Western R/C
Flyers*



~ 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