



OMAHA, NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER JANUARY 2021

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### A Word from the President



New Year greetings *Western Flyers!* Looking forward to a better year for us, and we can get back to normal with all aspects of our lives.

All of our 2020 officers, myself included, have offered to continue on with our roles in 2021. With the exception of **Rick Haneline** who asked to stepdown. The 2021 slate of officers was approved by those in attendance at the last *Zoom* meeting. We'll do our best for you, and only ask for your continued support.

Take care folks, and be careful.

*Let's go fly!*

*~ Rick Miller*

SEND ME A PHOTO OF YOUR LATEST, OR OLDEST, AIRPLANE. A ONE LINE DESCRIPTION IS ALL YOU NEED IF NOT WANTING TO SAY A LOT ABOUT IT. I WOULD LIKE TO RUN THESE IN THE NEWSLETTERS. THANKS, NELSON



### Vice-President's Corner



Hello All. I'm new to the WRCF VP job, but not new to R/C aircraft and flying. If you don't know me, I'm the 'annoying *Tim*' in the club (*unlike club secretary Tim Ryan who is very personable...I know this because he tells me so.* 😊) I have been enthusiastic about R/C for nearly 50 years. If you see me at the field or at a meeting, feel free to insult my building skills and flying ability; you will fit right in. Thank you to **Rick Haneline** who has served as WRCF Vice President for several years.

If you've been reading *Tailspin* newsletters for a while but have been hesitant about joining a club, please consider WRCF. The members have a wealth of talent and experience that they are happy to share with you.

Cont. page 2

## Vice-President's Corner Cont.

AMA members are encouraged to come and check out one of the best flying fields around. Be our guest. It won't be long before you 'pony up' the annual dues that are currently \$35.

I promise I won't dwell on this, but personal experiences this year make me want to encourage you to become familiar with CPR (*cardio-pulmonary resuscitation*). Even if you don't take a class, there are *YouTube* videos that explain the basics. Here's one that only takes about five minutes to watch:

<https://www.youtube.com/watch?v=1lwRQTGzKcw> When I taught high school (30+ years ago) I was given this training but never imagined the day would come where I would need this skill. As a final remark, annual mammograms can provide early detection and successful treatment of breast cancer. Remind the women in your life about this.

If you have ideas for events or activities you would like to see, let me know. ([tpetersrc@gmail.com](mailto:tpetersrc@gmail.com), 402-880-1508)

Let's plan to accelerate into 2021!

*Come out and fly!*

*- Tim Peters*

## Treasurer's Report



Activity is less than nothing except for the first renewal for the 2021 season. **Jim Hoff** from Colorado is the first to renew his membership.

The virus to say the least has really messed up our normal way of life, however when the weather has cooperated there have been a decent number of flyers at the field and staying fairly safe.

As of this date the treasury remains solvent and very much on track for the 2021 season. However, it is time to start getting your renewals in. The new membership cards have been ordered and will be mailed upon receipt of membership dues. Hope you all had a *Happy Thanksgiving* and that you are being safe.

*Happy Landings*

*- Dean Copeland*



## Mead Field Weather Station

Weather conditions reported by Weather Underground. Station is installed at ARDC Farm/Facility Shop adjacent to field.

<https://www.wunderground.com/dashboard/pws/KNEMEAD2>



### PEARL HARBOR DAY DEC 7<sup>TH</sup> 2020

Attendees commemorating the day at Mead Field. Left to right: **Ryan McGee, Larry Inness, Ron Pacana, Dean Copeland, Loren Blinde, and Nelson Carpenter.**

## Secretary's Notes



A *Western R/C Flyers* meeting was held online Wednesday, November 11th via *Zoom*, with 7 members in attendance. President, **Rick Miller** called the meeting to order a little after 7 pm.

### New Business:

**Rick Miller** asked if all officers in attendance were willing to continue in their present positions for 2021. All present agreed with the exception of **Rick Haneline**, who expressed interest in stepping down from the club VP position. **Rick Miller** then asked **Tim Peters** if he would be interested in filling the role, and Tim agreed. A motion to nominate **Tim Peters** as club VP was seconded and all present agreed. Absent were officers **Dean Copeland** and **Nelson Carpenter**, who we hope are willing to continue in their roles as Treasurer and Newsletter Editor, respectively. If any other member has an interest in serving as an officer for 2021 please contact any of the current officers so you will be considered when we vote during the December meeting.

### WRCF officers 2021:

- President: **Rick Miller**
- Vice President: **Tim Peters**
- Treasurer: **Dean Copeland**
- Secretary: **Tim Ryan**
- Safety Officer: **Mike Lawver**
- Field Marshall: **Loren Blinde**
- Newsletter Editor: **Nelson Carpenter**



**DON'T LET YOUR GUARD DOWN  
.....FOR EVERYONE'S SAKE**

### SUBSCRIBE TO TAILSPIN NEWSLETTER

WANT TO BE ON MAILING LIST?  
Club membership not necessary. Send your e-mail  
address  
to [J3flyah@gmail.com](mailto:J3flyah@gmail.com)



**Aviation Weather Forecast  
Wahoo Municipal Airport, Nebraska**

<http://www.usairnet.com/cgi-bin/launch/code.cgi?Submit=Go&sta=KAHQ&state=NE>

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## Yampa Valley Sky Scrapers

Submitted by Jim Hoff

This is our flying field with Steamboat Springs ski resort in background. Mountain is 3600 feet above valley. Field is 6800 ft elevation. Seen are a *Great Lakes Bipe*, *Astro Hog Bipe*, and *Waco Taper-wing*. The *Taperwing* has flown at WRCF field during last year's *Pre-1939 Aircraft Meet*. That's my *Hog Bipe* on the bench. We usually have a lot more snow on the ground by now, and the road would usually be closed.



It was so dry this summer we never were able to run our irrigation, hence the burned grass field. Runway is about 500 ft by 70 ft. in the middle of an alfalfa field. A beautiful view, but sometimes hard to see planes on approach with mountains in background. Usually about 3 ft of snow on field in mid-winter. Regards, Jim Hoff



*Editor note: I had asked WRCF club member Jim Hoff if he would share some photos of their flying field at Steamboat Springs. He obliged. Thanks Jim!*



# WESTERN RC FLYERS 2020 ROSTER



	<u>2020 Members</u>		<u>AMA</u>
1	Dean	Howard	11936
2	Jacob	Brown	596446
3	Jim	Hoff Jr.	858014
4	Skip	Brown	90624
5	Don	Pieken	491585
6	Galen	Lillethorup	
7	Tim	Peters	41409
8	David	Kelly	113940
9	Tim	Ryan	1151475
10	Loren	Blinde	91210
11	Tom	Wild	129512
12	Jack	Wilhelmi	N/A
13	Paul	Edmunds	921
14	John	Millie	390177
15	Doug	Clemetson	1079758
16	Mike	Lawver	1010979
17	David	Reiber	281
18	Bud	Mitchell	747892
19	Jack	Barry	741022
20	Jud	Bock	558416
21	Rick	Miller	5906
22	Nelson	Carpenter	5730
23	Earl	Pollard	865026
24	Tom	Floyd	130852
25	Dean	Copeland	700148
26	Steve	Rasmussen	1086761
27	Ron	Pacana	96202

	<u>2020 Members</u>		<u>AMA</u>
28	Carroll	Jolly	847183
29	Frank	Trouba	54712
30	Richard	Jonas	997091
31	Rene	Mayo	1038588
32	Dennis	Bender	916241
33	Rick	Haineline	445993
34	Bob	Wheeler	775001
35	Jim	Henley	816592
36	Brian	Peterson	112922
37	Larry	Bailey	632167
38	Larry	Inness	883391
39	Bernie	Baker	928732
40	Skip	Prusha	333250
41	Rich	Tiller	640635
42	Jim	Simonitch	108012
43	Mike	Vlcek	101775
44	Michael	Watson	794778
45	Rick	Sessions	105968
46	Matt	Meyers	846688
47	James	Mather	828463
48	Scott	Kuhn	509990
49	Jeff	Jacobs	422320
50	Rich	Walker	923881
51	Larry	Woscyna	1061039
52	Marvin	Goldberg	6768
53	Ryan	McGee	935584
54	Ken	Peterson	893277



Photo by Rene Mayo

## GLIDERS OVER MEAD



Howard Hughes at controls of RC flying boat circa 1936.

## WORTH YOUR WATCHING

Have something worth watching for next issue? Let me know at [J3flyah@gmail.com](mailto:J3flyah@gmail.com)

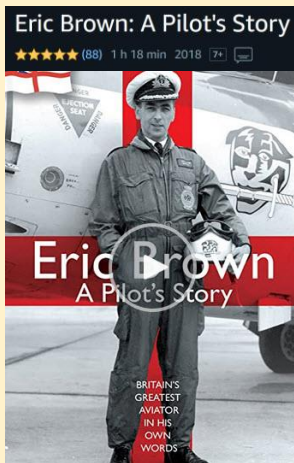


<https://www.netflix.com/title/81189396>

## BUILDING BIPLANES WWI 1918



<https://www.youtube.com/watch?v=YVG0-sbx3wA&t=440s>



<https://www.amazon.com/dp/B079WP9YT3>

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**"HAPPY NEW YEAR 2021"**

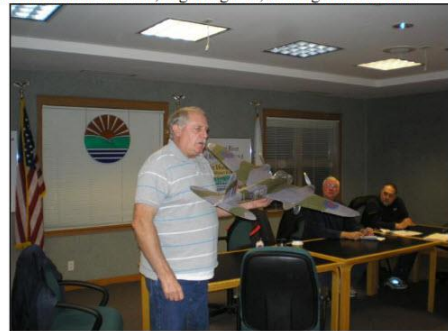
## FLASHBACK TAILSPIN JANUARY 2010

Three members brought outstanding airplanes to the December meeting. They included **Fred Becker**, **Jim Drickey**, and **Neil Kilchriste** who presented their winter projects.



**Fred Becker** presented his Great Planes Electrify Fokker D.VII which has outstanding detail. Fred believes that the model airplane was good quality for the price. *"Couldn't build it better unless you wanted to invest 40-50 hours in a scratch build. Fly's well, a good design."* says Fred.

Long time scale modeler **Jim Drickey** is also a "stickler" for detail as seen with his electric powered stick n' tissue de Havilland Mosquito. When we last saw Jim's model several meetings ago, it was without the skin as seen in some of these photos. One of the most remarkable combat aircraft of World War II, the British de Havilland "Mosquito" was a fast twin-engine aircraft made largely of wood, which excelled as a reconnaissance aircraft, night-fighter, and fighter-bomber.



**Neil Kilchriste's** great looking model takes quite a few of us way back in time. According to Neil: *"It is built from an old mid 70's Bridi Kaos 60 kit that I had bought from Joe Halamek about 10 years ago. I worked on it off and on over the next couple of years, when finally I completed it in a few years ago in 2005."*



# FAA Remote ID Ruling

Submitted by Tim Peters



*The US FAA published the Remote ID Ruling for Unmanned Aircraft Systems (UAS) on December 28, 2020. To learn more about how this affects the WRCF Mead flying site and its members, I listened to an 12/29 online presentation from the Academy of Model Aeronautics (AMA). The AMA stance is that there are very few options that are better for members than what was presented. Their opinion is that the final rule is more palatable than alternatives that have been discussed and rumored.*

Short version: AMA members flying at the Mead location are unaffected. Feel free to stop reading at this point.

What is 'Remote ID'? FAA describes it as an electronic "License Plate". It is assumed to be a small electronic device that you attach to your aircraft, similar to the transponder (*squawk box*) used in full size aircraft. Once activated, it broadcasts a unique ID associated with the pilot along with the latitude, longitude and altitude of the aircraft as well as the location of the controlling device (*transmitter*).

Who needs to use it?

1. Commercial UAS (*like delivery drones or those used in search-and-rescue*) will be manufactured with the remote id device installed from the factory. These users will be allowed to operate pretty much anywhere (*existing restrictions will apply*).
2. Hobby users who are not flying from a 'recognized flying site' will need to acquire a device and attach it to their UAS. Remember that UAS is a catch-all that all aircraft (*fixed-wing planes, heli's and quadcopters*) fall into. The device can be moved from one aircraft to another, i.e., you don't need one for each of your planes. This impacts park fliers along with pilots who fly from their back yard. I suppose it applies to cross-country flying events even if the start and destination are recognized flying sites. It may include indoor flying at non-club sites; I am not sure about that. This could impact you.

Miscellaneous: The AMA believes that Control Line aircraft are not UAS and do not need to use remote id. There is some discussion as to whether Free Flight aircraft are UAS.

The half-pound limit remains; i.e., aircraft under ½ pound are exempt from remote id.

The ruling will be published in the FAA register in 60 days and takes effect in about 32 months, so nothing in our flying habits during that period which includes calendar year 2021 and 2022.

AMA sites will be known as 'FRIA locations' (*FAA-Recognized Identification Area*) a cube of airspace, recognized as a fixed flying site. The Mead location will be recognized as a FRIA. Identifying a flying site as FRIA will likely be part of the club charter process. A FRIA maintains its status for 48 months and there will be a renewal process that the AMA will facilitate.

For those that acquire and use the remote id device, it is assumed that the device will be postage-stamp sized and cost anywhere from \$25 - \$50. There will be no ongoing service fee for operation.

It is thought that local law enforcement will be the first line of checking for compliance. This will require some training and understanding on their part. So, if an officer questions your flying anywhere (*FRIA or not*) you may need to explain how it is you are in compliance.

Kit manufacturers may choose to include the device in their product or will leave it up to the end user.

Want more information? Check Remote ID FAQs at <https://www.modelaircraft.org/amainaction>



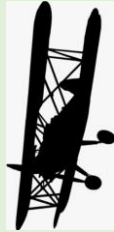




## Sopwith Pups on Attack Over Mead

Photo by Rene Mayo

## TAILSPIN NEWSLETTER BACK ISSUES



[http://www.metrocfllying.com/metro\\_newsletters.htm](http://www.metrocfllying.com/metro_newsletters.htm)



### SEASON GREETINGS HOPING FOR A BETTER NEW YEAR!

- French Moynet 360 Jupiter 4 to 7 seat executive transport built 1963. Twin push-pull. Only two prototypes produced.



See it fly 2019: <https://www.youtube.com/watch?v=MP1vM6cb7-k>

# One More EDF

Submitted by Loren Blinde



Last month I promised a pic of a newer EDF project, so here it is. Same story as before, a long neglected thermal glider brought back to life with an EDF mounted on a plywood center rib. This time it's a 25-year-old scratch-built *Bird of Time* matched up with a 64mm *Mercury* fan unit.

The fan is a thing of beauty, 8 blades and all aluminum. 3600 KV and 4S battery.

The best lesson learned though was the covering. I stripped the old *Monokote* and replaced it with what I would have previously referred to as "cheap Chinese \*\*\*\*" from *Hobby King*. I humbly take that back. The stuff is easy to apply, lightweight, torsionally stiff and comes in great colors. The only trick is separating the super thin backing film from the covering. The trick is a piece of tape on each, make a wish and pull apart. But the Cheap comment still applies. 12 bucks for a 5-meter roll!

The plane flies nicely. The climb isn't spectacular, probably the same as a typical prop electric conversion. But it sounds Soooo nice doing it.



Photos by Rene Mayo

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# Bucker 133 Jungmeister Half Scale – Part Two

By Jack Wilhelmi



This month I will discuss Fusion 360 software, the aileron hinge detail, and the construction of the tail surfaces. I have used AutoCAD for many years as part of my career in construction and in building airplanes. When I retired 3D, software was quickly becoming popular and user friendly. I had the opportunity to take a one-week class in the

use of Microsoft's Inventor right here in Omaha.

Inventor is a 3D cad software program that enables the creation of parts in 3D and the ability to assemble these parts to create a true 3D model including the ability to animate the assembled parts exactly as the real assembly would move. I quickly decided that this software would be great for building airplanes and set out to purchase the software. I quickly learned that the software was cost prohibitive. Our instructor mentioned another Microsoft product called Fusion 360 which for our purposes would work just as well, is similar to Inventor and for nonprofit projects is free.

I downloaded the software and created two models for the Jungmeister.

The first model depicts the aileron servo mounting and linkage. The kit used a servo mount with the control arms pointing upward and penetrating the top of the wing which I wanted to reverse so the control linkage would be on the bottom of the wing. When completed we were able to click on the servo control arm and cycle the entire assembly allowing for throw measurement and checking the slot for clearance with the servo arm. The control rod is easily moved to a different hole in the servo arm to check for throw adjustment etc.

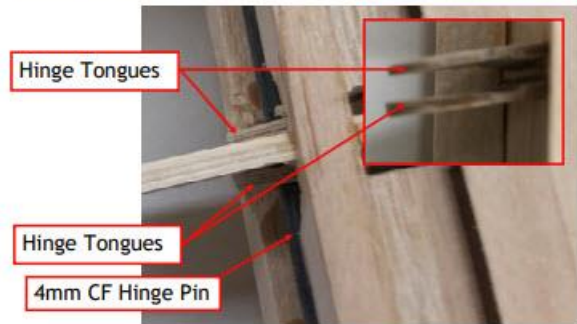


To the right are photos of the actual aileron installation. The first photo shows the aileron servo cover and the control horn installation. The servo covers were modeled and all four cut with a CNC driven router including holes, perfect fit.

The second photo shows the control horn cut from 2mm fiberglass. Note holes in bottom portion and there are also

holes in the two plywood ribs that enclose the horn so epoxy will spread through the holes mechanically locking the arm. There is a scrap filler or wing structure creating a box to further secure the horn. The third picture shows the control horn installation.

Also shown in the first and third photos is the hinge method using plywood tongues adhered to both sides of a rib in the Also shown in the first and third photos is the hinge method using plywood tongues adhered to both sides of a rib in the wing and one rib in the aileron which is sandwiched by the tongue and then a 4mm carbon fiber rod acts as the hinge pin. See the inset photo in the third picture.



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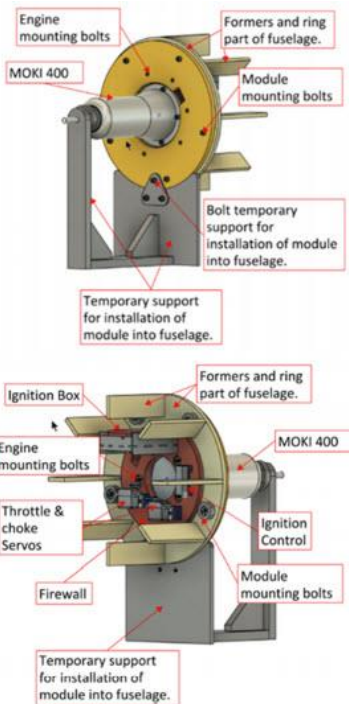


## Bucker 133 Cont.

As a standard part is created such as a servo you never have to recreate the part simply reuse parts as needed and edit for different sizes etc. All parts are drawn full size, so dimensions are actual, no scaling is required. The second model we created was the engine mount. Our goals were to create an assembly that included the engine, throttle and choke servos, ignition module and ignition control, We wanted this entire assembly to be easily removed for maintenance and adjustment. It was also a goal to make the installation of the engine a one-person operation. Installing a Moki 400 engine which weighs 9.2 kilograms or 20 pounds with at least 100 sharp points and five mounting bolts somewhat hidden by the cylinders is not easy!

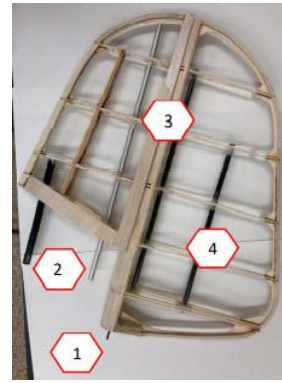


This photo shows the ring and formers referenced in the following photos. Below are screen shots of the engine module. You will note the bracket on the front supports the entire assembly and can be slid into the airplane and the mounting bolts easily installed safely and without help.



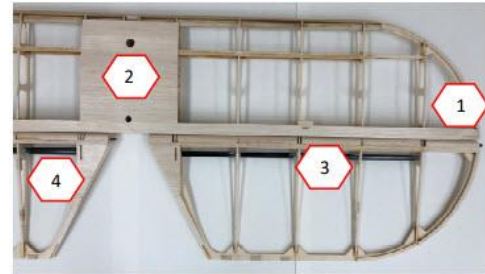
After creating the model, it is an easy conversion to create a CNC toolpath and cut all of the parts including holes, notches, and tabs. Accuracy beyond what we could ever create manually.

The tail surfaces were very easy to assemble. All of the parts were CNC cut and very accurate. All of the ribs had feet on one side and the leading and trailing edges were all notched for the ribs. Almost impossible to not build straight and flat.



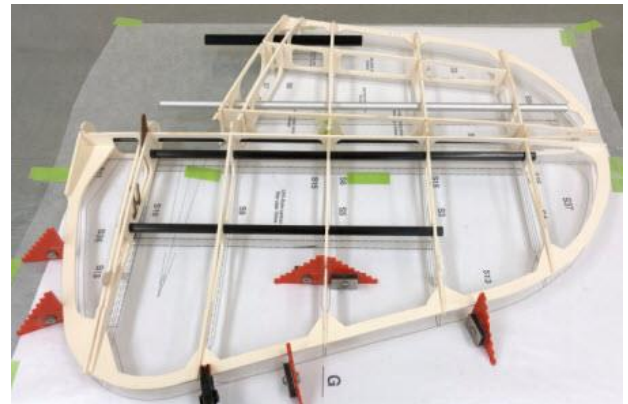
Fin and Rudder

1. Removable hinge pin, 4 mm carbon fiber rods.
2. Method of attaching the tail surfaces to the fuselage. One bolt.
3. Hinge detail similar to the aileron detail.
4. 10 mm carbon fiber torque rods.



Fin and Rudder

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Merry Christmas & Happy New Year to All!

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# CriCri & Broken Back

By Dean Copeland



This is my half scale *CriCri* at *Top Gun* a few years back with a half scale pilot who is 34" tall. The plane at 1/2 scale has a 102" wingspan. Electric powered. Even at half scale it was one of the smallest planes at the event.

Following the *Top Gun* event; I did an autopsy and confirmed that my pilot did in fact suffer a broken back (*spine*) in the crash there.

As you can see in the photo, after opening him up, his spine is sticking out of his chest. After surgery was performed, he was as good as new. Even though he did not have a heartbeat (*and never did..*) he was ready to fly again following repair of the plane.



Helping Dean at the *Top Gun* flight line in Florida was fellow WF club member Earl "Terry" Pollard.

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# Ayres Archangel Part VII - Final



Submitted by Nelson Carpenter



My Dynaflyte Fly Baby turned Ayres Archangel light attack fighter is off the assembly line. Only a few small touches to do; as long as OCD doesn't kick in and I get carried away with detail. However, I still will be adding ordnance under the wings after a maiden flight. That being in the spring.

Aircraft specs and features: Wingspan 87 in. and flying weight 16 lbs. VVRC 30cc twin gas; eight HiTec servos; pull-pull tailwheel; Fowler flaps activate landing lights; glass panels; Sig Koverall covering; three shades gray Behr exterior paint; subdued stars & bars; based at Eglin AFB.



# Glider Made Maiden

Submitted by Larry Inness



My Lunak LF 107 made its first successful flight on December 9<sup>th</sup> at Mead Field. Weather was ideal as have many December days for flying.

Launching the Lunak into the air requires a dolly for it to ride down the runway and lift into the air. I had made a plywood "cart" with wheels to accomplish this first flight. But I caught grief at the field about its small wheels. Loren Blinde had his launch cart at the field, and offered it to me for use. It has larger wheels and less rolling resistance on the runway. So, we gave it a go and it worked great as intended. I had a nice launch into the air and a good flight.

We documented the launch and first flight with a 2:15 min. video.

<https://www.youtube.com/watch?v=nfA8XZffCTM>







## Western R/C Flyers 2021 Event Schedule\*

\*Posted on **Metro Area RC Flying** website calendar.  
[http://www.metrorcflying.com/metro\\_schedule.htm](http://www.metrorcflying.com/metro_schedule.htm)



### **Western R/C Flyers Inc.** **Membership Renewal and Application 2021**

Membership application subject to approval. Current AMA membership is required.

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

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

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

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

AMA Number: \_\_\_\_\_

**2021 Dues: \$35.00** (Renewals must be paid by **April 1st**)

Sign Here: \_\_\_\_\_ Date \_\_\_\_\_

#### **Checks Payable to: Western R/C Flyers**

Complete this form (new applicants only); Current members send payment and include AMA number. Also, current postal and email address.

send to:

WRCF Treasurer    Dean Copeland    15668 Fountain Hills Dr.    Omaha, Nebraska 68118