



OMAHA NEBRASKA
AMA 857 - IMAA 284

TAILSPIN NEWSLETTER

July 2014 Issue

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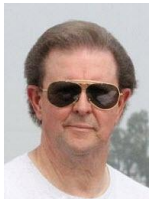
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A Word from the President



I want to take a moment and say thanks to those who staffed the *Western Flyers* table at the *Air and Space Museum* on May 31st.

For those who missed our June meeting, we were rewarded with perfect flying weather after being rained out the day before.

The field is in real good shape, we have extended the safety fence, and added "over run" areas for the glider winch in two locations This makes the field better for everyone.

Call to action: Please take the time to read the two recent emails sent out by the AMA to the membership. The FAA has issued its NPRM (*notice of proposed rulemaking*) which is very disappointing news. After six years and much money spent in trying to work with the FAA, it appears they are going to make an attempt to regulate our hobby. The AMA has outlined the area(s) of concern and how to respond. I would like to suggest that you contact your congressman expressing your concern as to the FAA treatment of the congressional legislation passed in 2012 that exempted model aviation.

Let's build and fly!

~ Jim Henley

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

Next Meeting:

7:00PM Tuesday July 1, 2014

Mead Field

- Come Early and Fly -

(...and after meeting!)



Vice-President's Corner



As I said in last month's newsletter, the field is looking great and better every day! With all that rain, the grass really filled in nice. The hard work prepping the field paid off!

But please be careful driving the access road along the pits if you find it muddy.

We need to avoid rutting it. See alternate access route, or detour map, in this newsletter. Probably be just fine!

You newcomers to the hobby and club; don't be timid about asking for help if you would like some. Our members will gladly assist. All you have to do is ask. We're a friendly bunch.

Thanks!

~ Rick Miller

June 2014 Treasurer's Notes



Well a few of us showed up for the annual *Spring Fun Fly*, but instead ended up making repairs to the safety fence. We increased the opening at center field so that the larger wing span planes could enter without going to either ends.

The field in general is in much better shape this year, if the wind will ever stop so we can get some flying in.

Membership renewals continue to trickle in a few each month. If you have not sent yours in, you can do so anytime.

Your Treasurer

~ Dean Copeland



Photo by Rene Mayo

"Great Minds"

June 2014 Meeting Notes



Western RC Flyers meeting minutes, June 4, 2014 7 PM. (Mead Field)

(Note, the meeting was postponed from the scheduled Tuesday, June 3rd date due to weather.)

(7) Members present

Called to order by WRCF President Jim

Henley 7:10 PM.

The minutes from the May, 2014 were approved as published in the recent *WRCF Tailspin* newsletter.

Treasurer's report was presented by **Dean Copeland**. Dean announced (2) new members; WRCF has 35 on the roster as of June 4. It was asked whether any fuel costs (*for the mowers*) had been presented. (*None so far.*) The Treasurer's report was approved.

Old Business:

Insurance for Shed Contents: Dean reported that he has received and paid the bill for the policy and has the insurance certificate.

New Business:

Spring Fun Fly: Jim reported that he was contacted by **Joe Nemecek** asking whether he could fly his gyrocopter at the event. There were no concerns expressed by those in attendance. It was discussed and confirmed that the *WRCF Spring Fun Fly* will be held Saturday June 7 (10 AM) and would not carry over into Sunday as had been published. **Tim Peters** will contact **Keith Paskewitz** (*Metro R/C Flying Website webmaster*) to request that the web site content be updated with this notification. The club will not provide food, but water/pop will be available. No landing fee for this event.

AMA District IX Fun Fly to be held at *WRCF Mead* site Saturday, June 28, 2014: Jim mentioned the need for volunteers to assist at the event. He has obtained pilot badges and AMA paperwork for the fun fly. Volunteers to help register the pilots and do other tasks. **Mike Lawver** has been talking with **Rick Miller** about extending the safety fence for the event (*one length to the North and one length to the South*) and enlarging the openings for aircraft entering/exiting the runway. This activity is planned around the June 7 *Spring Fun Fly* in preparation for the *District IX* event. Mike will coordinate.

Jim Henley wants to use the *WRCF* club banners to publicize the event by displaying one near the highway. There was discussion that the 'yard sale' signs used in the past are too small to be effective. **Leroy Konecky** has the banners; Jim will work with Leroy on this. Jim said that he will broadcast an email requesting volunteers from the club to assist him with the event.

Cont Page 3....

June 2014 Meeting Notes Cont...

At 7:30 PM it was moved/seconded/approved to adjourn.

Show-and-Tell

Nothing specific this month, but lots of good flying took place before and after the meeting. If you weren't present you missed out on some great flying weather at one the area's premier R/C flying spots!

Photos from June Meeting



Rick Haneline's "Super Cub"



Rick Haneline's Rascal 110



Jim Henley's Rearwin Speedster



Mike Lawver's Roadrunner



Rick Haneline "picture of concentration"



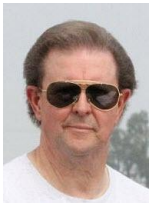
Dean Copeland V-77 (Stinson)

That's it!

~ Tim Peters

Fencing Party at Field

Report by Jim Henley



The day of the June 7th Spring Fun Fly dawned cold, windy, and raining. Nevertheless, several hardy types went out to Mead to fly anyway. However the wind, rain, and cold kept us out of the air. So we did the next best thing and worked on the field.

Rick Haneline had put up the new door on our storage building the day before, and Mike Lawver finished it off with door hardware. At the field, we enlarged two of the safety fence “gates” to allow wingspans in excess of 10 feet to access the runway. We also extended the safety fence south an extra 40 feet thus expanding the pit area. Those who made it out to Mead on Saturday June 7, 2014 included: Richard Jonas, Mike Lawver, Rick Haneline, Tim Peters, Dean Copeland, and myself Jim Henley.

Here are some photos I captured of our work party and the improvements to the safety fence.



Post's for WCRF Banner



Removing post to enlarge gate to runway



Rich Haneline showing his fancy footwork



New section of fence South end of field



New section of safety fence complete



District IX Fun Fly 2014

Report and Photos by Jim Henley

The start of the day looked ominous with dark clouds and wind coming out of the south. The clouds lightened up, then the wind dropped to an acceptable level and we flew continuously from 9:00 AM until almost 1:00 PM. That's when the rain showers moved through and ended the flying. A few hardy souls elected to wait it out, and I am sure they were rewarded for their diligence.



We had *District IX VP* Jim Tiller and wife Judi come fly with us. Jim took the time to visit with all the membership and discussed the latest *NPRM* from the *FAA* in their attempt to regulate the model aircraft hobby.

We had a total of 13 pilots sign up and I want to give a great big thank you to all of the pilots and spectators that came out to support the club. You helped make the *Western Flyers* first run at hosting the *District IX Fun Fly* a success.

I also want to extend special thanks to **Richard Jonas**, who came out Thursday and helped mow and finish the changes we made to the safety fence. Richard came back Saturday with large trash cans eliminating the "*plastic bags that never cooperate*". Thanks to **Mike Lawver** who came out early to prep the field and cover the muddy spots with large sheets of burlap. What a great idea and it worked wonderfully. Another thanks to **Tim Peters** and **Jere Ferazzo** who came out early and manned the sign up table. They collected the money and made sure all pilots signed the correct forms. Also **Dean Copeland** who pitched in where needed. Thanks to **Dennis** and **Pat Bender** who grilled Italian sausages, peppers and onions, brats, and served up pork and beans, chips, potato salad, and more deserts than we could begin to eat.

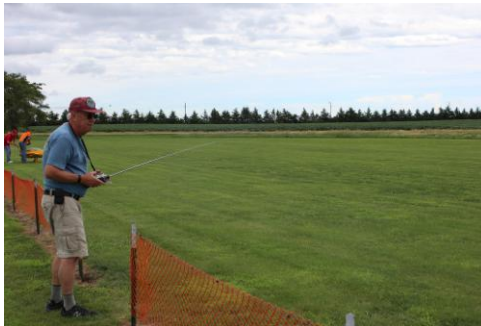


AMA V.P. Jim Tiller



Cont Page 6....

District IX Fun Fly 2014 Cont.



Cont Page 7...

District IX Fun Fly 2014 Cont.



AMA V.P. Jim Tiller AMA A.V.P. Ed Paasch



Jim Henley, Bob Wheeler, Ed Paasch, Jim Tiller



To the **Field Maintenance Crew**
You all (...and the rain gods) have done an outstanding job pulling our flying field into the shape it is today. We all greatly appreciate it!
Thanks, Nelson and the Others



Building Up-North Country



How about this thing? It's a *Thunder Tiger Ready 40 Mk.III Kit*. While looking for a good trainer to use as a float plane, I found this thing in *Tower Hobbies* catalog. It's a .40 size ARF, blow molded ABS plastic, perfect I think for a dunk in the lake. The thing is amazingly sturdy, many stress parts made of nylon, wing has foam insert covered with ABS. Engineering on it, best I've ever seen for an ARF. It's made by some Italian outfit and marketed by *Thunder Tiger*.

Floats are engineered for this airplane. I ordered floats, but they are on back order and will be available soon. It has 62 in. wingspan. Now here is the best part of this story....cost....\$105.00 dollars!

I've never seen this large of plane or quality for so little money. Everything in this kit is premium quality. I'm installing a .40 two-stroke in it. Thinking less hassle for water contact than electric.

Comes with vinyl graphics, but I'm gonna make my own *US Coast Guard* style. I made my own decals for USCG effect.. The floats are coming soon and I will fly off the lake here at the house.

Goes together with epoxy and CA, yes CA! That does not affect ABS plastic. They even give you long quality screw driver for assembly.

I'm so impressed with this kit, that I ordered another one before they discontinue it. I figure I'll use it in the future or sell it to someone.

Flew some rubber stuff up here the other day and little electrics. But I have not been down to our field much. Maybe the long drive has something to do with it. Been doing more fishing than flying.

All for now.....

Jim Drickey



June Old Timers/Gliders Gathering

Report by Nelson Carpenter



Great turnout on June 21st for our monthly informal fun fly for old timer airplanes and gliders. That Saturday followed a deluge of rain the day before that dropped over 7 inches of rain in southwest *Omaha*. *Mead* received little under 2 inches. But our field loved it!

There were 20 of us who made it to *Mead*. One of our group got to the field and realized he had forgotten the tail section for his new pusher-prop airplane. He "*high-tailed it*" home to get that section of the airplane. He drove 100 miles round trip to do so. Now that's dedication. Yes, it was **Jud Bock**.

Best part yet of the gathering was what the "*mystery chefs*" provided us for lunch! **Loren Blinde** and **Rene Mayo** served us up pulled-pork sandwiches and other fixings. It was outstanding!

All-in-all, between the old timer airplanes flying in the morning, and the gliders in the afternoon; it was an excellent day to be out at *Mead*! Surprisingly, we could have used a little more wind. Mark July 19th on your calendar, and join us next time! Photos show some of the group at the gathering.



Flight of the "Fee-Nicks"

Circa 1970



Back in 1970, yours truly was the *Editor* of the *Omahawks* newsletter, and I say newsletter with tongue in cheek. Compared to the fine and professional publication that Nelson puts out, it was truly a "rag", as Ollie used to call it. It had the usual information in it, club-wise, and the best part was mostly contributions from members, much like today. The big difference was that there were no great color photos, professional printing, no computers to assist in putting it together and no email to send it out on. It was basically just a hand typed master copy, run off on a mimeograph. If many of you youngsters don't remember mimeographed pages, they were hard to read, purple printing text. While we had access to better printing methods, the club had decided to refrain from spending our always low treasury money on a readable production. Be it as it may, we still put out an acceptable "rag" each month with the goings-on of the club.



It seemed to me that in those days, the events were more "imaginative" than today, but then that is this writer's opinion. The following is a reproduction of one of those events, which I was a part of. Keep in mind, this



was many years before great 2.4 radios that never are interfered with, and the interference risk of flying cross country with a radio on 72 megs was paramount. Some of you old guys will know the participants and some of you won't. So, either turn the page now if you fall asleep easily, or read on.

The Flight of the Fee Nicks

July 26th, 1970, is a day destined to be forever remembered in the annals of R/C history. It dawned very windy, 20 to 25 MPH, and not really an ideal day for the historical events which were to follow. However, weather be damned, one staunch member of the infamous *Omahawks R/C* club, by the name of **Ollie Olson** awakened with his only thoughts leaning towards his plan to fill a now empty space on the "Ollie Awards" board at the *Hobby Center*. (Note: *Ollie's hobby store in Benson at the time.*)



This empty space was the "Distance Award" to be given to the flyer to fly the longest distance from the field

without landing. Ollie's plan was to fly to *Blair* from the field (Note: *the field was located by Sunset Speedway off north 72nd St. at the time*). Ollie's plan was to fly all paved back roads. He had driven the route and found quite a few obstacles, but staying the course, he called his crack team into action. His co-pilot and spotter in this venture, was to be **Ralph Brown**; back-up pilot (wayyyback) was to be **Larry Quigley** and the driver extraordinaire was to be **Jud Bock**, (*only because I had a convertible.*) Also included in this top flight crew assemble was one of the top PR men in the business, **Doc Greenberg**, complete with camera and tape recorder. The aircraft was a cherished "*Lanier Citron*", which had been modified for the flight with a quart can of gas (2 honest pounds of weight) friction taped to the top of the fuse. Just in front of the canopy. This left the fuel pick-up in the tank about 2 inches above the needle valve, which would cause trouble later in the flight.



Ollie and his intrepid crew arrived at the field about 1:30 P.M. and reviewed the mission. After the briefing was complete, the plane was carried out to the very end of the runway ready to be fired up. Steely nerved Ollie, strolled to his aircraft tightly gripping the little black box and gave the order, "Start the engine". The big *Enya 60* coughed into life and was adjusted into peak RPM, as it was believed it would



be needed to lift all the fuel off the ground. The signal to release was given and the plane rolled slowly at first, but then picked up speed and raced down the field. The lift off was about normal, but the plane flew badly with the disturbed aerodynamics and the additional 2 pounds of weight. However, height was gained and the keenly organized crew stumbled into the convertible.



The plan was to go south from the field to the dead end and turn west to the *Bennington Road*, then turn north to *Blair*. After about a mile or so, and many words of advice from the crew, Ollie discovered that the plane was leaning out and was barely remaining airborne. The driver was advised to stop after about 4 miles so the plane could be landed and the flight aborted. Ollie searched frantically for a place to set the plane down and discovered the plane wouldn't idle, probably due to the tanks high location.

Cont Page 11....

Flight of the "Fee-Nicks" Cont.

Finally, as luck would have it, the engine died and the plane disappeared behind a hill. When it was located, it was discovered that the plane must have made a better landing by itself than when Ollie did it, as it was in perfect condition sitting on three wheels without even a broken prop. The crew saw that Ollie was frazzled and ready to quit, but the crew convinced him that it was an act of providence that the plane was unharmed and that it was his duty to try again. The plane was returned to the field and all the events of the first flight were duplicated except for a richer setting on the engine.

Once again, the crew piled into the convertible and roared down the road. It should be pointed out that the plane was traveling about 60 MPH, and if not for the extraordinary ability of the driver, the plane would have escaped them. Everything went well for about 6 miles when they came into tall trees on both sides of the road for about a block. With the trees obscuring vision for several seconds, disaster was approaching. The crew got through the first bunch of trees, but then a second grove appeared which was longer. The car was stopped allowing the pilot to gain altitude and the order was given to "gun it" through the tree area. When the crew emerged from the trees, the plane was nowhere to be seen and as it was feared, it was down. The crew had no idea where it might be, when suddenly on the next hill, were a pair of wide eyed young lovely's in a sports car vigorously flagging the crew down.

They said they saw an airplane crash right next to the road where they were driving. They thought a full sized plane had crashed and were quite upset. After a 30 minute search, the plane was found with enough damage to terminate the flight after a total of only 6.5 miles. Ollie said it was not as easy as it seemed, and declined comment on a re-flight. Left to right in the photo: Doc Greenberg, Ralph Brown Skip Brown, Larry Quigley and me - Jud Bock.



Much fun was had by all, and Ollie finally stopped shaking after downing a few belts (of iced tea yet). The PR man, Doc Greenberg failed to get legible video tapes on the event due to the wind whistling in the car. Certainly no fault of his, although Ollie shed a tear or two that no recordings were made. He did get some good pictures however, and we should be seeing them at an upcoming meeting soon. Thus, this ends the documentary of the "Flight of the Fee-Nicks" (Omahawks style.)

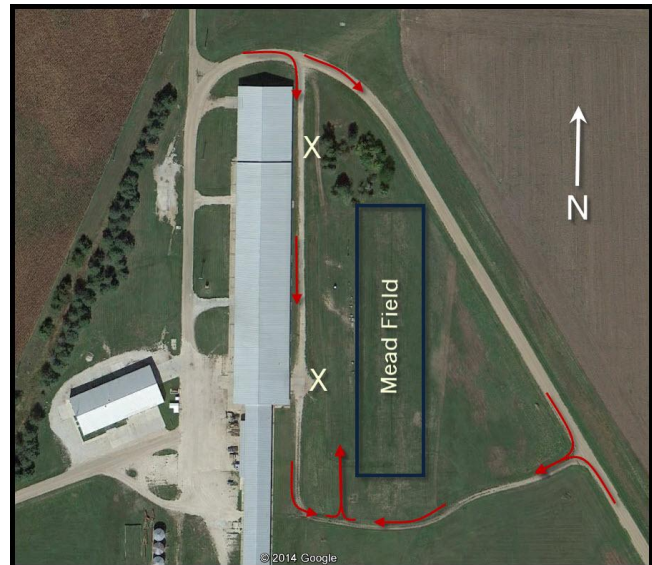
That was what we did 44 years ago in the hobby. Special thanks to Larry Quigley for historic photos.

That's it for this month

- Jud Bock



Detour if Access Road is Impassable at Mead Field



NOTE: Try not to drive through the pits. Ruts form easily now. Thanks.

RC NEWS FROM LAS VEGAS



Recently a lot of attention has been given to LIPO battery storage. The simple solution is to have a charger that has "storage" mode. If you fail to put your LIPOs in this mode you will shorten the life of the batteries and be subject to unusual swelling and severely diminished life span. LIPOs that have been stored for a long period of time should be brought back under a slow charge. This is latest opinion of several battery "experts". Hope this is helpful to everyone.

I have obtained a New-In-Box OS 1.60 FX Ringed glow motor. Tower is selling this for \$379 plus usual charges it is available to you guys for \$250 plus \$10 shipping to Nebraska.



I have received the estate of **Stu Richmond**, he wrote many articles for various hobby magazines. This is an eclectic collection of one-of-a-kind motors, many handmade originals. Included also are several factory cut a ways. I will be cataloging this collection soon and offering it up for sale for his family. If you have interest in extremely unusual or collectable engine this will be a once in a lifetime opportunity. You can email me to get a pre-list, select buyers will get the advance list prior to release to the general public. Pictures will b available upon request.

Happy Flying to All, Bob Boumstein



Jay Leno's Brother is now Flying at Mead Field

Join us!
OLD - TIMER
Fun - Flies
Hosted by
Western R/C Flyers

www.WeflyRC.org
AMA
AMA Card Required
Location: Western R/C Flyers Mead Field 20 minutes west of Omaha, Ne.

REWARDS PROGRAM

Remember **Hobbytown's Reward Program**. With every purchase by a WF member, the club receives a credit for an amount equal to 1 percent of your purchase. Be sure to mention your **Western Flyers affiliation** when making a purchase at either Hobbytown location.

Top Flite Stinson Reliant

Part VI

By Jim Henley



Specifications:

Wingspan: 100.5 inches
Wing area: 1487 Sq. Inches
Weight : 16 - 25 Lbs.
Wing Loading: 24.8 - 38.7 Oz/Sq.ft
Length: 67.8 Inches
Engine: VVRC 40cc Twin



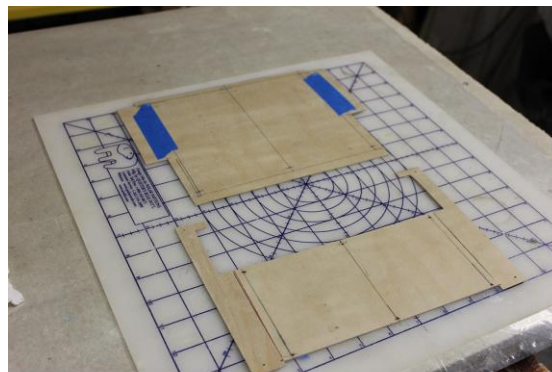
As much as I would like to report that the *Stinson* has been covered, it is still in the bones. The *Solartex*, rib stitch, and rib tapes have arrived and I do hope to start covering in the next few days. Several of us have been working at the field so progress on the *Stinson* has been slowed slightly.

Before I begin, I have included some pictures of the interior pieces, instrument panel, and headliner.

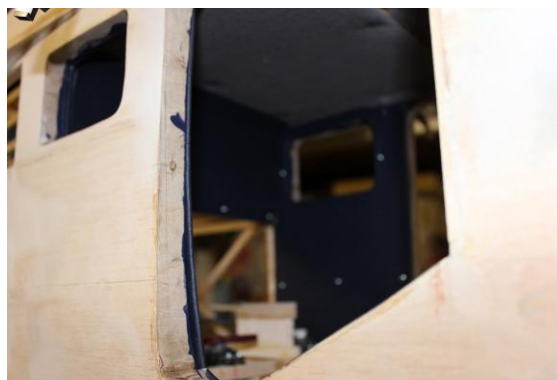
One place where I deviated from the plans was the tail brace strut. The brace that is included in the kit is quite a bit larger than what is scale. I was fortunate that in some modeling material I acquired, there was wooden stock shaped in an airfoil that was the perfect size. I cut the stock to length, tapered one end and drilled and tapped the other with 4-40 thread. I used "CA" to harden off the threads and then ran the tap down again to clean the threads up. I cut the heads off two 4-40 bolts to make studs then used *Du-Bro* steel rod ends to make up the fuselage end of the struts.

I then moved onto the wing struts, again I deviated from the plan specifications by making the wing struts functional. Just did not want to think about that big 'ole 100 inch wing folding up from stress. I used .017 thick brass on the fuselage end of the strut which ties into an additional .017 thick brass piece that is secured under the center landing gear bolt.

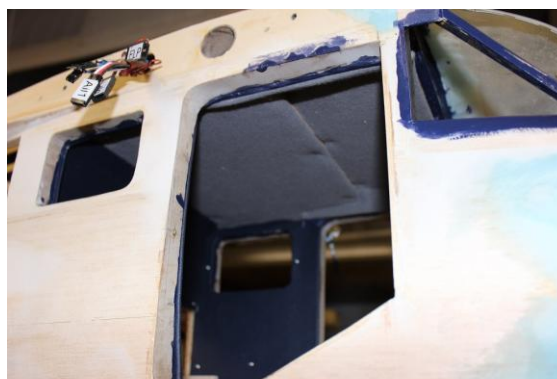
As of this writing, the wing and tail braces have been fiber glassed using ½ oz cloth and *Eze Kote*. This is a new product for me to use. I first read about it on some of the internet threads. There is an article in *Model Aviation* this month as well. *Eze Kote* is a one step product for adhering and filling fiberglass, and is supposed to be more "ding resistant" than WBP. We shall see.



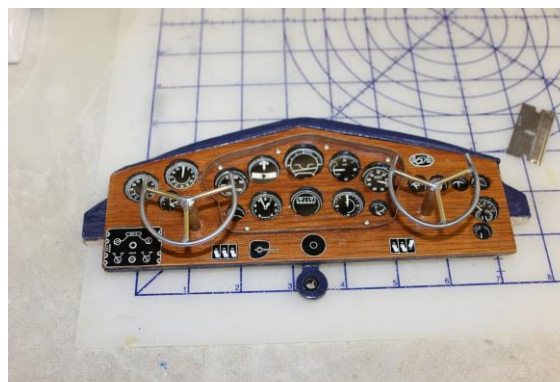
Headliner backing



Cockpit interior panels and headliner



Headliner



Completed Instrument Panel

Cont Page 14....

Top Flite Stinson Reliant Cont....



I.P. installed



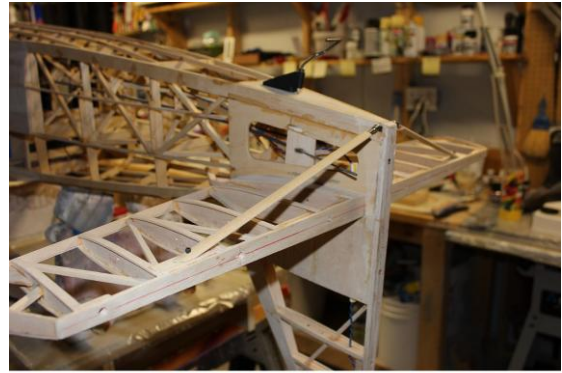
Tailbrace hardware



Tailbrace mount



Tailbrace / hardware



Tailbrace installed



Tailbrace mounted to fuselage



Landing gear fairing, marking opening for wing strut



Using compass to mark cut line on strut fairing

Cont Page 15....

Top Flite Stinson Reliant Cont....



Marking cut lines



Wingstrut upper mount



Be calm & composed
Assess the situation

EMERGENCY

P R O C E D U R E S

Non-Critical

*Critical Or
Don't know*

Call 911
Use Cellphone

Coleman Physicians Clinic
402-443-3434

Describe Location: Turn East after 3.7 miles south of Highway 92 on 78F. Follow road, turn south at tank, field is east of the building.
Describe Emergency:
 As succinct as possible but don't leave out important details. Answer all questions asked.



~ 2014 Western R/C Flyers Event Schedule ~

2014 Tuesday Night Fun-Flys at Mead, Every Tuesday evening May 6th through September 2nd!
(Weather Permitting)

January **2014**

- **Tuesday, Jan 7th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

February **2014**

- **Tuesday, Feb 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.

March **2014**

- **Tuesday, Mar 4th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

April **2014**

- **Tuesday, Apr 1st** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

May **2014**

- **Tuesday, May 6th** - Club Meeting 7pm, at MEAD FIELD, bring a plane, open flying.
- **Saturday, May 17th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, May 31st** - Air and Space Museum - Static display of area clubs' model aircraft. (info to follow.)

June **2014**

- **Tuesday, Jun 3rd** - Club Meeting 7pm, MEAD FIELD, bring a plane, open flying.
- **Saturday, Jun 7th** - Annual Spring Club Fun Fly at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 21st** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, Jun 28th** - District IX Fun Fly Rally.

July **2014**

- **Tuesday, Jul 1st** - Club Meeting 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 13th** - Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 19th** - Old-Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

August **2014**

- **Saturday, Aug 2nd and 3rd** - Don Neill Scale Contest. Multi-club Fun event hosted at Bud's Field.
- **Tuesday, Aug 5th** - Club Meeting 7pm, MEAD FIELD a plane, open flying.
- **Sunday, Aug 23rd** - Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch both days and flying. Rain date Aug 24th.
- **Saturday, Aug 16th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

September **2014**

- **Sunday Sep 7th** - The 5th Annual Fall Fun Fly and Swap Meet. Swap meet setup after 9am. Open flying 10am through 3pm.
- **Tuesday, Sep 2nd** - Club Meeting 7pm, MEAD FIELD - bring a plane, open flying.
- **Saturday, Sep 20th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

October **2014**

- **Tuesday, Oct 7th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- **Saturday, Oct 18th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

November **2014**

- **Tuesday, Nov 4th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- Nominations taken for 2015 Officers

December **2014**

- **Tuesday, Dec 2nd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- 2015 Officer elections



Western R/C Flyers Inc. 2014 Membership Application

Please print clearly!

Name: _____

Address: _____ Zip Code: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ IMAA Number: _____ (If applicable)

Amount Paid: \$ _____

2014 Dues: \$35 (Renewals should be paid by **April 1**) New/Renewal: ___ New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

**Membership subject to approval. AMA membership is required.
Make Checks Payable to: Western R/C Flyers**

**Print then fill out this form and send check to WR/CF Treasurer:
Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118**