



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

July 2020

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A Word from the President



(No Report)



Let's go fly!

~ Rick Miller

Vice-President's Corner

Treasurer's Report



Flying has been sparse for the most part this spring. The field looks great and makes for great flying.

Our membership has leveled off at 51 paid up members for the 2020 season. However I will still accept any late comers.

Not much else going on with virus but looks like things are going to start opening up and just maybe by fall we will be back to some sort of normal.

Please get your receipts in if any of you have purchased material for the field up keep.

Let's make the best of it for the remainder of the season. Happy flying to all.

Your Treasurer

~ Dean Copeland



(No Report)

Go out and fly!

~ Rick Haneline





FACE MASKS - CONSIDER WEARING ONE AT THE FIELD. NOT ONLY WILL IT PROVIDE SOME PROTECTION, BUT COULD SERVE AS A REMINDER FOR EACH OF US TO KEEP DISTANT.

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>

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

*Western R/C
Flyers*

Things of Possible Interest

by Nelson Carpenter



FUN FLY EVENTS 2020 - Holding fun flys and other gatherings has been a moving target. The virus and its uncertainties changed everything. It doesn't look like any of these will be accomplished this year.

DISTANCING - The virus is not going away. Community spread is real. For everyone's sake, "social distancing" is good practice at the field.

JUD'S GOOF UP - You'll have to read about it on page 13. Not good..... But we can all learn from it.

CLUB HISTORY - I asked long-time club member Dean Howard to recollect his time in the club: *I remember that we flew some at the Grass Pad, which I recall was on S 144th St, but the area was soon developed and thus another site was required. Think we also flew from a spot near the Elkhorn River but can't recall the east west street. After the WRCF rented the Springfield site; the farm boy with ten years of farming our irrigated family farm near Plainview, Texas was right at home among the growing crops. I was transferred into the Valmont International Irrigation Division in November of 1978 and traveled worldwide into established irrigation regions and developing Third World countries or wherever mechanized irrigation was being adopted to convert flood irrigation or develop non irrigated crop or desert lands. I said that to say; I came home tired and on Saturday afternoons (when possible) packed my RC gear, water jug and a lawn chair, went to Springfield, flew a round or two then went to sleep in my lawn chair. Sometimes, I was the only one before others arrived to fly. Sweet memories! It was relaxing and refreshing before I went back home and took my wife to dinner. Readers: you can find Dean in the photo below wearing the blue non-Western RC Flyers hat.*



Springfield Circa 1989

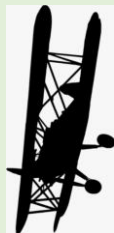
WESTERN RC FLYERS ROSTER

Current June 30, 2020

	<u>2020 Members thru June</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

	<u>2020 Members thru June</u>		<u>AMA</u>
27	Ron	Pacana	96202
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

TAILSPIN NEWSLETTER BACK ISSUES



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

SPECIAL COVID 19 NOTE: WRCF members/flyers are not to approach ARDC offices and/or maintenance operations buildings at Mead. Nor do you directly approach any of the ARDC personnel. Watch further notice.

Western R/C
Flyers

Charlie Chaplin Fun Scale

Submitted by Tim Ryan



Here is the finished Charlie Chaplin plane which has a 72" wingspan. It's an *Orline Models Fun Scale Fokker D7* kit built by John Millie. I used Charlie Chaplin's 1940 movie, *The Great Dictator* as an inspiration for the graphics and pilot. It has a *Leopard Hobbies 5065-7T 380kv* motor running on 6S, swinging an 18" X 8" propeller. I made the

maiden flight on June 12th, and it has more than ample power.

Also, since getting back into the hobby two years ago I've been flying mostly electric, and mostly foamies. This year I finally got back into glow. I bought a well-used *Bridi Kaos 60* from Scott Kuhn. He had let me fly it once, and I fell in love with it. It has an *OS .61fx* in it with a tuned pipe. This sucker cooks, and it makes great sounds while doing so. I forgot how entertaining flying a pattern plane can be.

I think IC (*internal combustion*) powered planes are more satisfying to fly, and definitely see more of them in my future.



Worth Viewing

Submitted by Nelson Carpenter

Are you still running out of movies and videos to watch when staying at home. Check out the videos. If you know of any others we should be watching, send me an e-mail (J3flyah@gmail.com).



Brian Shul is a former SR-71 Blackbird driver with a colorful history of his USAF days. He talks about his career flying the SR. Many facts about the SR and his talk includes many photos and also laced with humor that will make you laugh. Run time 52 min.

<https://www.youtube.com/watch?v=3kIMTJRgyn0>



362nd Fighter Group P-47 Thunderbolts over Germany in Color -- New Edition -- YouTube Run time 22 min.

https://www.youtube.com/watch?v=Y_dYBOgLbHc



Hell's Angels - A Howard Hughes Production (1930)

<https://www.youtube.com/watch?v=GhyNpM5FKNE&fbclid=IwAR0HyY1I3CqMBY8mr6jE1obc1-Uoy4wI0zeG9hw1jqEGyQXbQeDG6hll-s4>



Frontier Flyers Swap Meet

Submitted by Tim Ryan

The 1st Annual Fremont Frontier Flyers Swap Meet was held on Saturday, June 27th. Sellers were charged just \$10 for a spot, and buyers were not charged anything. Even so, the turnout was less than hoped for, but given the times we are living in it wasn't too bad. There were about 10 or 11 different sellers peddling their RC wares on the club runway, located a few miles north of Fremont. Sellers came from as far away as Rockford, IL. Even though the number of vendors were few, there were close to one hundred airplanes for sale, including quite a few unbuilt older kits. One seller from Salina, KS brought literally hundreds of glow engines to sell.

Fortunately the weather cooperated and the morning clouds departed. Delicious natural casing, all beef wieners were grilled, and 2 could be had along with a bag of chips and a soda or water for \$4. There were probably twice the number of buyers as sellers, so sales were decent. The best news is - everyone had a good time, and the venue was much appreciated. I think the 2nd annual event will attract more enthusiasts, especially if the pandemic is in our rearview mirror.

Keep 'em Flying,
Tim Ryan



MEAD ACCESS and COVID

Club Members,

- This message is a reminder of which roads should be used to access our field. Most importantly, do not take the main drive that passes through the ARDC operations area and its buildings. The less disruptive we are to their activities, all the better. See aerial photo page 6 for the roads to use when turning off the north-south highway.

- Also, with our flying field being on state property, we must follow current guidelines for "social distancing" and gathering in groups. Besides staying safe, the last thing we want to do is jeopardize our use of Mead Field by not abiding by the guidelines. Although these guidelines have been relaxed in June, please don't let your guard down.

- Be safe, be active, be calm, and be respectful to others. Fly on!



Western R/C
Flyers



Federal Aviation Administration

Recreational Flyer Registration Extended to Dec. 12, 2020

The Federal Aviation Administration (FAA) has important registration information for drone recreational flyers who registered in the FAA DroneZone before December 12, 2017. Your registration has been automatically extended until December 12, 2020.

Aviation Weather Forecast at Wahoo Municipal Airport, Nebraska

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

TOOL TIP Provided by Loren Blinde

I got tired of running to Ace Hardware to use their gadget to figure out thread sizes, so ordered my own. If your collection of nuts and bolts has gotten polluted with metric crap, or you need to figure out a mystery electric prop nut size, it's priceless.

<https://www.microfasteners.com/product.php?productid=19249&cat=256&page=1>



4TH OF JULY



INDEPENDENCE DAY





MEAD FIELD 28 MAY 2020



ENLARGED AERIAL VIEW OF ACCESS ROADS



WACO Maiden Flight

Submitted by Jim Henley



On June 5, 2020, we finally got the maiden flight in for the AMR / Genesis WACO that has been in the works for over 5 years. The WACO is not finished, due to the size of the project it was decided that it should be flown, and any adjustments or modifications will be made prior to final paint.

The WACO is 33% with a 10-foot wingspan, it weighs in the range of 70 pounds. Airframe is covered with the *F&M Stitt's System*, which provided a durable and scale covering.

Dave Kelly handled the controls for the first 4 flights, there are some minor tweaks to be made then we will fly it again to determine if the adjustments are correct.

I would like to extend my thanks to everyone at the field for their comments and encouragement. Special thanks to **Bernie Baker** who videoed not only the maiden but a couple of other flights as well. Also special thanks to **Dave Kelly** for getting the thing in the air.



Coronavirus Awareness

Fellow fliers, consider what the single dirtiest and germ-filled place at the field might be. Correct if you guessed the door to the outhouse! Filthy in the best of times.

Fliers are encouraged to bring antibacterial wipes to keep that clean, and also to clean up any transmitters or other equipment that others may touch.

Keep each other safe.

*Western R/C
Flyers*

Cessna 310 Ready for Maiden

Submitted by Tim Peters



Here are some photos of my ready-to-fly Top Flite "Cessna 310" twin engine aircraft. (Most of the details were included in last month's *Tailspin*.) With fully-filled tanks, the Cessna will weigh around 20 pounds. Motors are OS .46AX (new but broken-in) using Bisson mufflers. Electronics are Futaba; six digital servos for flaps, ailerons, rudder and elevator, three standard ball-bearing servos for throttles and retract valve. Two NiMH batteries are used. A 4200 mAH powers the receiver and servos, a 2000 mAH handles the aircraft lighting. Trike landing gear retracts are Robart.

Now just waiting for a good day for a test-fly. I'm guessing a little breeze will help, but not the 30 mph gales we've had this month....



Western R/C
Flyers

Airstream

Submitted by Loren Blinde



About a year ago fellow club member and real sailplane flier **Steve Rasmussen** forwarded a *YouTube* video link to an out of the ordinary glider slope flying at an awesome location. Click here:

<https://www.youtube.com/watch?v=-OrFQSKQV0E> if you want to see what started this. **John Woodfield** is an amazing designer,

builder and collector of unique sailplanes. Just don't blame me if you spend the next hour watching the videos in his library. The flying site is Perranporth, UK on the north coast of Cornwall.

The plane is called the *Airstream*. I must have been similarly affected and found myself thinking of duplicating the design. But that was problematic as there were no plans, dimensions or instructions, other than the creator replying to video viewer requests for plans by saying he really should get around to doing that someday. But given that I'm a retired project manager who generally disliked project plans, that was actually an attractive proposition.

The 10 minutes of videos provided numerous freeze-frame screen captures which were printed and measured to size all needed dimensions, relative to the wing chord (e.g. *the fuselage boom was 2.73 wing chords long*). So put all those relative dimensions into a spreadsheet, with wing chord as the variable, and a data model emerged for sizing the various components while maintaining the proportions of the original. See? We don't need no plans ...

Although I was guessing the original was something like a 100" span, I downsized my version based on a 7.5" wing chord, resulting in a 2-meter wing span. (*The wing is also a handy measuring tool for keeping well-meaning friends at a socially acceptable distance.*) Since we are far from the slopes of Cornwall, a conversion to electric power was in order as well. Some lines were drawn, short of calling them plans, for the wing and tail while the fuselage just sort of emerged in three dimensions.

I won't bore you with the details of constructing and mating a tapered triangular fuselage boom to a circular pod, with provision for electric power, and a removable hatch for battery access. The wing is a 2-piece, 1970's era, flat-bottom Aquila airfoil, with turbulator spars. Power is provided by a Cobra 2217-20 / 950kv motor, Graupner 10x5 folding prop and 3S battery. Covering is Ultracote.

The outcome is a delightfully slow flying, unique looking electric glider with no discernable bad habits. So now I'm back at those dang videos trying to decide which one is next... And thanks Steve for the inspiration and motivation.



Light Attack Archangel



Submitted by Nelson Carpenter



During the month of June I completed incidental work on the *Archangel*. Four servos installed in the wing after hinging the Fowler flaps and ailerons. The landing gear was added, and the wing was mated to the fuselage. All building is complete.

It has been a fun build. Especially getting the results which are a far cry from what it was supposed to be out of the box. A *Dynaflite Fly Baby*. Wingspan ended up 85 inches. With the twin 30cc gas engine, flying weight will be approximately 12 pounds. Since it is a close ground support/attack aircraft, I will hang ordinance under the wings. I am using 4.5" Tundra tires which will add to the scale appearance.

This month I will be covering and finishing the cabin area including adding the windscreen/windows. I'm using *SIG Koverall* and then will paint it. *Callie Graphics* will help finish it off.



Western R/C
Flyers

Curtis Jenny Build

Part I

Submitted by Larry Inness



I was asked to show my latest building project, but not sure you all wanted to see another of my airplane projects. But Nelson told me I had no choice in the matter. Besides, he needed material for the newsletter. So here you are and hope it interests you.

Last winter my wife and I took a vacation in the Phoenix area. I never pass up an opportunity to stop in on local hobby shops which can be my downfall. You see, I came back with an Arizona Models Curtis Jenny that is a large model. It has a wingspan of 131 inches with lots of parts to put together. A very scale model. It will have an eFlite 180 (30cc equivalent) and a Castle 120 ESC. Suppose to be plenty of power for it.

I'll provide more interesting photos next month. Thanks for looking at it.



*Western R/C
Flyers*

A PILOT'S TALE OF EMBARRASSMENT AND ANGUISH

Submitted by Jud Bock



This year to me has been a nothing year as far as R/C is concerned. The Coronavirus has been hard on everyone, and in the big picture messing up a hobby has to be very low in the list of importance and inconvenience. Still, because the enjoyment of club activities where I normally participate, has for the most part disappeared, namely the Old Timers events and the Gliders events, in the two clubs which I belong (*Omahawks and Western Flyers.*) I am noting the above as the reason I have flown very little this year, plus some personal problems to be attended to rather than flying. This being said, I shall now get into this tale of woe.

The morning of June 26th, was one that makes all R/Cers smile, a gorgeous severe clear morn, with about a 5 MPH wind straight out of the north, the direction the runway I was going to use. I packed up my “*Timber Turbo*” and an “*Eagle glider*” in the old van and headed to the closest field for me, the *Omahawks* field at “*Standing Bear Lake*”. (*Note: Because this is a safety article, I am submitting it to both clubs I belong to as the content is apropos to both*). There were only two fellows there flying when I arrived and I did not know either of them. Although I should, but don't fly that much or participate in that many club gatherings to really know them all. They were relaxing under the canopy so I just went about my business and let them visit.

I thought I would fly the *Turbo Timber* first as I was the most familiar with it, and battered it up and headed for the runway. The flight was uneventful and successful and I taxied in to where I was standing. I picked it up and sat it on one of the work tables to take the battery out and put in a fresh one.

At this point, I should like to mention that a couple of years ago, I had a similar event as this one you are learning about, although not as serious. I also hit the throttle control at that time and resulted in a trip to the hospital and 4 stitches. After that event, I began using a simple, but effective, throttle control safety device called a “*rubber band*” wrapping around the transmitter as shown on picture (See *exhibit 1*) b It has worked great, and on this day, when I unloaded my transmitter from the car, I noticed the rubber band around the throttle control had broken. “*No big deal*”...I said to myself... “*I will replace it when I get done flying.*” Famous last words, huh?

Exhibit #1



But I digress. Back to when I was sitting the “*Turbo Timber*” on to the work table after the flight, and I carefully sat it down on the table with my right hand, and you guessed it, hit the throttle control and it went to full throttle as quickly as you can say (*OH, S---“!*). I instinctively grabbed the plane with my left hand to keep it from flying off the bench and felt the full running three bladed prop, slicing and dicing my left hand. (*See Exhibit #2*)

Exhibit #2



Cont. page 14

EMBARRASSMENT AND ANGUISH Cont.

Our glorious President, Rick Sessions had arrived at the field and was flying and as I looked at my hand, I knew I had a problem. I hollered at Rick and asked him where the first aid kit was, and he hollered at the two other fellows sitting out of the sun to go help him me while he landed. They came running over and grabbed the first aid kit and pulled gauze out to stem the bleeding. One of the fellows noticed I had some paper towels stuck in the back of my van and grabbed a bunch of them and wrapped the hand in them.

I determined I was able to drive to the hospital myself and they loaded my plane for me, and I motored to our hospital emergency ward. The ER Dr. was a nice guy and we had quite a conversation as he put in the 30 stitches it took to close the cuts up. (See Exhibit #3) My hand at this point was pain free, as the Doc had filled it with deadening for the stiches. Two hours later, it hurt like hell.

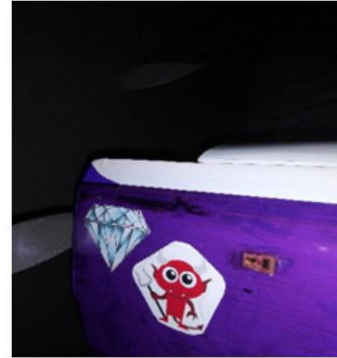
Exhibit #3



I guess I am so, and I will used the nice word, upset...with myself, is because of the safety precautions I have taken to assure myself that it would not happen again. Besides the rubber band around the throttle, I have installed in all of my planes, a circuit breaker switch, (see Picture #4), which is a

“T” female switch, which has the two ends of the red wire going to the ESC from the battery. This allows me to install the batteries in the planes without being “hot”, and you can carry your plane and tranny around without fear of accidentally turning the motor on. When you start or finish flying, you just plug in/take out the male “T” plug and it is “Hot” or “Cold”. Because of the limited room in the “Turbo Timber”, I opted not to install the circuit breaker plug in it.

Exhibit #4



So, the moral of this story guys, no matter how many safety features you have on your equipment, the best safety fixture is between your ears, so be very careful out there...even if you are young and more agile and able to move quicker...this can happen to you if you fly electric or fuel engines. It happens so quick you just can't believe it till it happens to you.....





~ Western R/C Flyers 2020 Event Schedule ~

Club events posted on **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 Renewal and Application 2020**

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

AMA Number: _____ Payment: \$ _____

2020 Dues: \$35 (Renewals must be paid by **April 1**) New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

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

Make Checks Payable to: Western R/C Flyers

Complete this form (new applicants only); current members include AMA number with mailing address; send check to WRCF Treasurer:

Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118