



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

June 2017 Issue

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A Word from the President



Hi folks! Hope you are all doing well and able to partake in some flying this past month. The weather gods sure haven't been cooperating in that regard. Early May we started out with deluges of rain. Then that followed with some hot temps and lately, strong winds with hot temps. But I'm reminded, we live in Nebraska and if we want to fly - adapt.

We had the scale fun fly at Mead a few weeks ago despite the rain most of that morning. I know that many of you stayed home because it did look threatening all day. Twelve of us did make the most of it by showing up. We flew in the afternoon while enjoying each other's company.

Another club fly was to have been held on Saturday June 10th. But again, the weather did a number on us and it became a "no-go." Rick Haneline and one other did make it out to Mead that morning. Just in case others thought to give it a try in those 30+ mph winds. They didn't stay very long.

This month will find me quite a bit in Michigan visiting relatives. Michigan is my home state. What brought me and my family to Nebraska many years ago was *Tony the Tiger* and *Kellogg*. You know, the cereal company.

See you at the Field!

~ Rick Miller

Next Meeting: TBD at Mead Field



Vice-President's Corner



I'm late with this article again, but I don't have much to say. I have been busy the last two weeks. The fun fly for Saturday was a bust because of the high winds.

If anyone is looking for a nice plane, Dean has a couple for sale. I went over to look at one, and brought two home. Hopefully the weather will allow us to fly more than we have.

See you out flying.

Fly 'em!

~ Rick Haneline

Treasurer's Report



We now have a total of 44 signed and paid up members for the 2017 season. With the weather getting so hot, it makes for some very nasty days at the field, but in spite of it there are those diehards that continue to go flying. I have also been out there on three occasions by myself.

I don't really like to fly by myself, but will make a couple of flights and call it a day. With safety being the first thing on my mind, I take extra precautions not to do something stupid. Because who would take me to the hospital.....Dah.

Enjoy the 2017 season and you all also keep safety one of the first things on your mind.

Your Treasurer ~ *Dean Copeland*

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



May 24th Special Meeting Notes

A special *Western R/C Flyers* club meeting was held Wednesday May 24, 2017 at the Mead flying site. Meeting called to order by President Rick Miller 6:47 PM. (5) WRCF members present.

As this was a special meeting, there were no minutes presented. Treasurer **Dean Copeland** was not available for a treasury report. No 'Old Business' was discussed.

Scale Fun Fly 2017: Rick discussed the upcoming Scale Event to be held Saturday, May 27. This will be a fun-fly format with no fees or judging. There will be a swap meet for those who want to participate. Rick is looking for some assistance with putting on the event. Several volunteers agreed to help. Rick will arrange for the lunch supplies. The weather forecast for Saturday was discussed. Sunday may be used as an alternate day if needed.

Other 2017 Events: Rick said there is a need for monthly meetings in order to organize other flying events that are scheduled for the summer. Rick needs clarification as to whether a summer Open House event is to be held. The newsletter shows this as July 9. Those present recommended that the event be removed from the calendar.

Diesel Mower status and Field Condition: The mower has been repaired. All present agreed that the grass is in great shape. Thank you to the mowing crew!

Meeting adjourned at 6:58 PM.

As Recorded

~ Tim Peters

Dawn Patrol at Mead

By Nelson Carpenter



Last fall, both myself and Larry Inness decided that there needed to be two new ¼ scale *Sopwith Pups* flying the skies of Mead. That was to counter the ¼ scale *Fokker Triplane* that Steve Rasmussen had acquired. His has dual machine guns versus the single *Vickers* guns that Larry and I each have on our *Pups*. Okay - got carried away there.

The ¼ scale kits we built were from *Balsa USA*. Wingspan of the top wing is 78 inches and they each weigh in around 15 pounds. Both of us decided on using a *Zenoah G-26* ignition version. Larry found his engine on *RCGroups* for a very good price. My G-26 I have had for 30+ years. Other than paint scheme, the one thing that Larry did different from my *Pup* was add a smoke system.

Our two *Pups* were finished by mid-May and ready for their maiden flights. Actually, Larry's was completely ready whereas I had some loose ends to tidy up on my *Pup*. It was the first weekend of June that we got them out to *Mead Field* for their maiden flights. Almost. My *Zenoah* had a problem with the prop shaft, so didn't fly. Larry's flew and it looked great in the air, not just on the ground. Especially with "smoke on" flying around. I have since repaired my engine and it's finally ready. Now it is just a matter of waiting on the winds to calm down.

Larry's is done up in the *New Zealand* commemorative paint scheme. When we fly them together, shouldn't be a problem knowing which one we have control. Nor picking Steve's *Fokker Triplane* out of the sky.



Western R/C
Flyers

From the Skunkworks

By Tim Peters



The latest escapee from the Skunkworks factory is a *DynaFlight Bird-Of-Time* sailplane. Unlike the ARF version, this one is an all-wood kit sporting a 118" (3 meter) wingspan. I purchased it (*unbuilt*) from a local fellow who bought it from the Colonel Charles Lane sale.

My version is set up for electric power using a *Turnigy 3542 1000 kV* outrunner motor and 11x8 folding propeller. Electronics are *Futaba 7008 FasnTest* telemetry receiver, 50-amp speed controller and *Futaba* servos. One special feature of the sailplane is a set of metal spoilers mounted in the wings. They are available from *Hobby King* and were suggested by fellow WRCF member **Larry Woscyna**. They employ a fully proportional self-contained screw-jack mechanism for extending and retracting, activated from the left-hand slider on my *Futaba 14 SGA* transmitter. Also planned is a *Futaba* telemetry sensor for measuring altitude and rate of climb/sink. I have had good luck using these sensors on my *ARF Bird-of-Time* and *Airtronics Olympic* sailplane. This setup results in an all-up weight of 64 ounces--significantly heavier than the suggested weight for the stock (winch/high start) version: 41 ounces.

The colors (*yellow and red*) were chosen primarily because **Mike Lawver** sold me a bunch of yellow *Monokote* covering a couple of years ago and I had the red left over from another project. I'm hoping the contrasting colors will help with visibility at altitude. Although the build seemed straight-forward, the final alignment of the 2-piece wing joint and fuselage was not satisfying. If I were to do it again there are portions of the build that I would approach differently. Like many wood kits, there was a lot of carving and sanding, as in '*whittle away everything that doesn't look like a Bird-Of-Time*'.

And what about the lettering on the wing: "YA-BOT"? If it survives the test flights, it'll soon be appearing at a flying field near you. Ask me then!



B-26B-2MA, 41-17901

"Bucket O' Bolts II"



By Dave Kelly

"TOURJOURS AU DANGER", Ever into Danger

- May 8, 1943
Mission 15
Ship bombing today. I flew as Bombardier. Sank 1 ship.
Was attacked by 1 ME-110
- May 9, 1943
Mission 16
I was on a mass raid over Palermo, Sicily. 700 aircraft
took part in this raid. We really destroyed the city and
harbor.
- May 19, 1943
Mission 17
Went on a raid over Sardinia today.



Got Emergency at the Field?

This information is good for everyone to know, and perhaps keep handy when at the field. During an emergency, time is of the utmost importance. And remember, safety in numbers. Try to avoid flying alone.

Be calm & composed
Assess the situation

EMERGENCY
PROCEDURES

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.

Western R/C
Flyers

FLASH BACK – JUNE 2007

Old timer fun flies were in full swing back ten years ago. Large numbers would show up with their old timer airplanes. From the June 2007 newsletter write-up: “*With the calm winds we got in some great glide times, and even some aerobatics.*”

Below are club members: (left to right) **Frank Wisniski, Dick Behrens, Bud Mitchell, Ollie Olson, Game Sherman, Ed Splittgerber, Jim Drickey, Dustin Anderson, Bob Burt (the king pin) and Loren Blinde.** Other flyers attending, but not in photo, were **Nelson Carpenter (behind the camera)** and **Larry Austin.**

Several of the old timers in the photo (yes, both airplanes and pilots) are still flying today.



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

I WANT YOU!



**JOIN WESTERN RC
FLYERS!**

*Western R/C
Flyers*

OT/EPG



~ Old Timer and Electric Glider Fly ~
~ Every 3rd Saturday of Month ~
Join the fun!

Thermal Fly Away

By Jud Bock



An old memory came to me after reading the latest forwarded "Sticks and Tissue", the Brit model club newsletter forwarded from Nelson, about a club member who had a fly-away years ago called the "Martian Maggot".

I grew up in *Benkelman NE* which happens to be an area where full scale glider pilots love because of the strong thermal activity. Of course, back in 1946, I knew nothing of thermal activity, and at that



time was just building both free flight models and control line models as they satisfied my love of aircraft of all kinds. I was one of about 5 or 6 kids in town that built and flew models. I constructed a little free flight kit called a "Powerhouse 36", and installed a *Cub .049* on it. One of



my buddies and myself took it to the airport where we flew models on a beautiful fluffy cloud day, filled the tank with gas and fired up the

engine. I actually had a de-thermalizer on it as I knew they could be caught in thermals and be lost. I had read in one of the model magazines how to make fuse out of string and chemicals, and had made some working fuse, (or so I thought).

To you "kids" reading this, a de-thermalizer on free flights in those days, was to make the tail feathers on a free flight, a single unit of stabilizer and fin, with a hinge on the front of the stab connecting it to the fuselage, with a wire glued to and sticking out the rear of the stabilizer past the fuselage rear, and another parallel wire glued to the fuselage, also sticking out past the fuselage rear. You would hold down the tail unit to the fuselage with a rubber band wrapped around the two pieces of wire. You spring-loaded the tail unit so the rear of the stab./fin would pop up like a big full-up elevator when the rubber band wrapped around the wire on the tail unit and the wire on the fuselage would be burned through by the fuse you lit before releasing the plane. If everything worked as advertised, the piece of fuse cut to the length you wanted it to burn, would burn through the rubber band and cause the rear of the stab and fin to pop up, causing the plane to bob up and down and gently come back down to terra firma. The length of the fuse was the timer of when you wanted the de-thermalizer to pop up the tail. This is confusing, but they worked great with good fuse.

So, my pal, Kenny and I, fired up the *Cub .049* engine, lit the fuse and gave it a sling. It climbed majestically up and up into the partly clouded sky, and climbed and climbed till it was a dot. The engine quit when it was supposed to, but the plane kept going up like it was on an elevator, in one of the strong thermals produced by the fluffy clouds previously mentioned in western NE. The de-thermalizer failed, and soon it was gone. Kenny and I waited for hours for it to magically re-appear to no avail. Finally we went home and gave it up for lost. I had experimented with the homemade fuse, and it worked perfectly on the ground, but I had not taken into consideration the flying wind possibly blowing out the fuse, which I believe it probably did.



My folks had a *Gamble* store in *Benkelman* where I worked as a kid, and winter came and turned into spring when a customer came in the store holding a handful of tissue and balsa scraps and told my Dad that he found it in his corn field about 20 miles from town where he lived. He was doing field work in preparation to corn planting and found it in the stalks. He knew my Dad as he shopped there



often, and had seen me in there with a model plane and thought that I might know someone that had lost it. I was overjoyed to get my engine back, even though my creation was junk. This was one of several fly-aways I have had in my 70 years of modeling, and I

remember it like it was yesterday. I also remember I was 14 and helped Dad deliver appliances he sold in the store in an old black '39" Chevy pickup, which I was allowed to drive at age 14. Kenny and I drove to the flying area in it.



Happy flying.....Jud

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

July 2017

- **Saturday, Jul 15th** - Old-Timers Fun Fly with Electric Glider Fly - Starts at 9:00am with flying until 3:00pm.

February 2017

August 2017

- **Saturday, Aug 19th** – Old Timers Fun Fly with Electric Glider Fly - Starts at 9:00am with flying until 3:00pm.

March 2017

- **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.

April 2017

- **Saturday, April 15th** – Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

September 2017

- **Saturday, Sep 16th** – Old Timers Fun Fly with Electric 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.

October 2017

- **Saturday, Oct 21st** – Old Timers Fun Fly with Electric Glider Fly – Starts at 9:00am with flying until 3:00pm.

June 2017

- **Saturday, Jun 10th** – 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.

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