



OMAHA, NEBRASKA
AMA 857

TALESPIN NEWSLETTER JUNE 2022

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A Word from the President



This month's topic is 'Focus on Safety', which should be of importance to everyone.

- **Stuff you know:**

Full-size aircraft have a 'Black Box' which records a plane's performance data. These devices are designed and constructed to be robust enough to survive a crash. If something happens, recovering the 'Black Box' is critical as it provides detail about the aircraft's interaction with the pilot and the outside world.

- **Stuff you probably didn't know:**

WRCF has its own 'Black Box'. It is mounted to the light pole at the Mead flying site. It also has shown a certain robust-ness as it survived the December 2021 tornado. (See previous WRCF newsletters if you hadn't heard about that.) I opened our 'Black Box' up the other day, hoping to find detailed information on some of the more recent flying events.



There are two fully -charged fire extinguishers and a stocked first aid kit. So—not the kind of 'Black Box' that full-size aircraft use, but still very necessary for our own safety. You do need the combination to the lock in order to access the items.



As part of the field reconstruction, we deployed another first aid box. It holds a first-aid 'Stop the Bleed' kit. We should all carry first-aid items; the 'Stop the Bleed' kit is intended to be used in the event of a major cut or wound. We located this at the center of the pit area so that it can be accessed quickly in an emergency. Thanks to Brian for setting up the mail box.



So, let's summarize. Be safe at the field. Know what's available to you in the event of an emergency. We need to change the combination on the 'Black Box' so that the contents can be quickly accessed. I will discuss that with the officers.

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- Stuff that might submerge were it not made of foam.

Lastly, the 'Whale' that beached itself on my work table is ready for flight. The *Mariner* was set up for twin OS .52 four-stroke motors. The fuel tanks and plumbing have been removed; motors replaced with Cobra electrics that are equivalent to .60 nitro. I had planned to mount the 6S 5,000 mAh lipos in the nacelles where the fuel tanks were. Doing so required about 3 pounds of weight in the nose. I re-located the batteries to the front of the fuselage and removed about 2 pounds of nose weight. Fuselage length is 6', wingspan is 8', flight-ready weight is about 23 pounds, 80A speed controllers, 3-bladed 11X7 Master Airscrew props (*one pusher, one tractor*), Futaba gear. Hope to fly it at a nearby lake soon. Maybe you'll hear about its exploits next month.



Come out and fly!

~ Tim Peters

Bob "Bob Z" Zitzlspurger 1936 – 2022



As you all know, **Bob Z.** was a well-known and respected hobbyist with many friends. He passed away on May 21st and now flying high. Bob was all about aviation holding a commercial pilot license and owned a few airplanes. Modeling was second nature to him. He was an excellent builder and source of knowledge.

Further, Bob as a long-time member of the Western RC Flyers, held various officer positions. A key contributor to the club. Always helpful to others.

RIP Bob Z.

From the V.P.



I have recently been reminded of the equation that most of us know about. Those three letters, based upon the basic laws of physics, that predict an outcome resulting from applied actions on known properties of matter. There is something about re-proving a theory that fascinates me, probably why I became an Engineer.

I'll give you an example. A couple of Sunday's ago I went to the field to fly my Super Cub for the first time this season. I went through my typical preflight routine by charging batteries, running the engine and checking control surfaces. I taxied out, pushed the stick to full throttle and just as the plane left the ground, the starboard tire came off. That very instant I realized I had forgotten to fix a bungee cord issue I had with the landing gear last season. I flew around to burn off some fuel and then headed for the tall grass where I parked my Cub. The left wing hit first and spun the plane around, which should have done some substantial damage. But, to my surprise, the only broken part was the port wing strut. I didn't even break the prop! It turned out to be an easy fix but got me to thinking about that equation of prediction. $F=MA$, "Forgetfulness = Mangled Airplanes". No math skills needed here, just a good checklist of actions that need to be taken prior to utilizing the laws of physics in relation to matter before the next flight. I would like to acknowledge Sir Isaac Newton, who contributed to the content of this month's article.

See you at the Field

- Brian Peterson

THANKS FOR CLUB SUPPORT!

*Western R/C
Flyers*

Treasurer's Report



Flying activities have been few and far between so have been getting some building and repairing completed. Broken leg is healing but at a way slower pace than I thought it would. Surgeon said that it will be at least six months until it feels normal but a full year for a complete healing.

With that said let's look at the treasurer's activity. As of this writing all of the storm damage repair costs have been paid along with our annual hazard insurance and monthly potty payment. As has everything else the monthly cost of the potty has increased again this year.

Membership renewals and new members has pretty much come to a close for this year. Went to the field a week ago and it looks great. Just waiting for all the flyers to take advantage of a great flying site. Smooth flying and soft landings.

Happy Landings - Dean Copeland

2022 Membership thru April 30th

	<u>2022 Members</u>		<u>AMA</u>
1	Doug	Lichti	239294
2	Luke	Hughes	1137442
3	Rick	Sessions	105968
4	Dean	Copeland	700148
5	Bud	Kilnoski	7572
6	Jim	Hoff Jr.	858014
7	Tim	Peters	41409
8	Loren	Blinde	91210
9	Tim	Ryan	1151475
10	Tom	Floyd	130852
11	David	Reiber	281
12	Brian	Peterson	112922
13	Tom	Wild	129512
14	Dan	Fitzgerald	1189735
15	David	Wirka	626413
16	Robert	Boumstein	N/A
17	Doug	Clemetson	1079758
18	Jim	Drawbaugh	1215297
19	Jack	Barry	741022
20	Nelson	Carpenter	5730
21	Barry	Rubin	525069
22	Rich	Jonas	997091
23	Larry	Inness	883391
24	Jack	Wilhelmi	49304
25	Mark	Derby	1046242
26	Skip	Brown	90624
27	Jim	Simonitch	108012
28	Jim	Henley	816592
29	Dean	Howard	n/a

	<u>2022 Members</u>		<u>AMA</u>
30	Don	Pieken	491585
31	Frank	Trouba	54712
32	Mike	Lawver	1010979
33	Rick	Haneline	445993
34	Michael	Watson	794778
35	Ruel	Roy	313239
36	Bud	Mitchell	747892
37	Gary	Striplin	621001
38	Ricky	Majors	441663
39	Mike	Vlcek	101775
40	Rich	Setlak	735901
41	Larry	Woscyna	1061039
42	Earl	Pollard	865026
43	James	Ogden	390498
44	Scott	Kuhm	509990
45	John	Mille	390177
46	Jud	Bock	558416
47	Skip	Prushha	333250
48	Jacob	Brown	596446
49	Jeff	Jacobs	422320
50	Bernie	Baker	928732
51	Steve	Rasmussen	1086761
52	Rich	Walker	923881
53	Bob	Wheeler	775001
54	Don	Fiedler	1082603
55	Carroll	Jolly	847183
56	Bob	Wheeler	775001
57	Duwayne	Schmelzer	655512

Source: Dean Copeland, Treasurer

WANTED: Your photos and stories. Recent or old. To be used in the club's newsletter. Please contact editor.



Meeting Notes 10 May 2022



A WRCF meeting was held on Tuesday, May 10, at the Mead Flying Site. President, Tim Peters called the meeting to order a little before 7pm. There were 7 club members in attendance, including 5 officers.

Agenda

Officer Reports:

Dean Copeland - club renewals have slowed. No renewals have been received in the last couple of weeks.

Old Business:

Field Repair: Tim Peters - The field repairs are basically done. A new first aid kit (white mailbox) has been installed in the pits at mid-field. We need to look at installation of tie-downs for the new starting stands while taking into consideration accommodating the mowing crews.

Mowing Equipment: Tim Peters - The mowing crews report that the big mower is working great since **Mike Lawver's** repairs and maintenance. Thank you **Mike** for keeping our main piece of equipment serviceable.

Dean Copeland asked if there are any outstanding receipts that need to be reimbursed? The group was not aware of any.

New Business:

Tim Peters - The porta-potty rental is up to \$158 per month. They are contracted for 8 Months (April - November). The cost includes weekly servicing, according to state guidelines.

2023 Dues: Tim Peters - With club membership hovering at 50 to 55, we are very close to breakeven vs. expenses with annual dues at \$35. Tim expressed the opinion that the dues should be left at \$35 for 2023, with us revisiting the issue next year for 2024. A vote was taken and it was agreed to not change the annual dues at this time.

FAA Regs: Tim Peters reiterated that we should all have each plane identified with our AMA Membership number, and our FAA UAS Certificate number. This is required by both the AMA and FAA. The AMA has reported that they will help clubs register to become FAA-Recognized Identification Area's (FRIA's), which will allow flight at club locations without ID transponders in our aircraft. The FRIA application process is due to begin in September of this year.

Website: Tim Peters encourages everyone to use our club website - westernrcflyers.org

Upcoming Events:

Barry Ruben has agreed to prepare food for all of our events this year. Barry is a great cook, and lunches will cost just \$5 each.

- May 21st: **WWI & Golden Age** event (Nelson Carpenter, Coordinator)
- June 18th: **Club Fun Fly** (Mike Lawver, Coordinator)
- July 16th: **Old Timers/Gliders** (need Coordinator)
- Aug 9th: **Club Meeting** (2nd Tuesday at Mead)
- Aug 20th: **Bud Hall Fun Fly** (Tim Peters, Coordinator)
- Sept 17th: **Fall Fun Fly** (Tim Ryan, Coordinator)
- Nov 8th: **Club Meeting** (2nd Tuesday, Zoom)

Misc:

Mike Lawver asked if **Nelson Carpenter** could talk to his contact at the UNL Test Center about possibly spraying our field for weeds.

Recorded and filed

Tim Ryan



<https://westernrcflyers.org>





WWI & Golden Age Fun Fly

By Nelson Carpenter
J3flyah@gmail.com



The annual *WWI & Golden Age Fun Fly* had to be postponed one day due to the cold and strong winds. Thirty plus flyers and spectators attended the following day. That being Sunday May 22nd which was a good day san the winds. The quartering winds were gusting 20+ most of the day. Yet a few managed to put their airplane up and get back down in one piece. Only a couple exceptions.

There was a good mix of WWI aircraft with Golden Age aircraft. A big draw for the event was **Barry Rubin** cooking lunch. Following lunch, we opened the field to anyone wanting to fly. Rather than tie up the field the entire day with WWI and Golden Age stuff.

On this page and the next are photos taken by **Dan Fitzgerald and myself**. You will find Dan's entire photo spread in the "photo gallery" within the club's website.



<https://westernrcflyers.org> Thanks Dan! See you all at next year's gathering of WWI & Golden Age.



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WWI & Golden Age Cont.



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WWI & Golden Age Cont.

This page has photos showing those in attendance and activity at the field during the fun fly.



Fokker D7 – Unlucky 50

By Bernie Baker

Bjb050@cox.net

I was planning to limber up my 1/4 scale Fokker the prior to the WW1 Fun-fly. This was going to be its 50th flight and I was looking forward to getting it in the air again. As usual this year, the winds were gusty and out of the west. As you will see, those conditions did not bode well for me or the airplane while attempting to land.



Sept 2020

The crash damage was heaviest to the fuse directly behind the wing saddle. Basically, the fuselage broke in two. This is a weak point in the construction design but damage would have occurred even if it was built with sturdier longerons. I'm taking this opportunity to reinforce those longerons by doubling them using epoxy and 1/4 x 3/8 hard balsa. The challenging part was getting the alignment correct. I believe I was successful, but won't know for sure until the next flight.

The other major damage was the rudder. This is broken in three places, but I'm hoping I can pull back some of the Koverall to make the repairs then tack it back to the frame. I'm not sure if I'll be that lucky or not.



In any event, crashing is part of the hobby so I've got something to do while we wait for the winds and rain to settle down.



Hoppy flying, Bernie

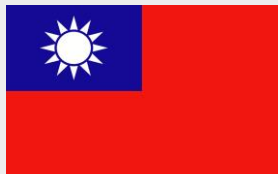
Saturday 18 Jun 2022

A poster for the Western R/C Flyers 'FUN FLY' event. The poster features the text 'Western R/C Flyers' in a stylized font, 'FUN FLY' in large red letters, and 'Saturday June 18th MEAD FIELD'. It also includes 'OMAHA NEBRASKA AMA 857' and 'Everyone Welcomed! \$5 Lunch'. There are images of various model airplanes, including a yellow one in the foreground. At the bottom, it says 'AMA Required to Fly - Wide Open Space - Large Runway - Easy access Pits' and 'Coordinator: Mike Lawver contact MikeLawver@charter.net'.

Lunch available nominal cost.

<https://westernrcflyers.org>

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MEAD FIELD WEATHER

<https://www.wunderground.com/dashboard/pws/KNEMEAD16>

UPGRADED STATION

Aviation Weather Forecast at Wahoo Municipal Airport, Nebraska



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

**TRUST**

The Recreational UAS Safety Test

<https://www.modelaircraft.org/trust>

<https://westernrcflyers.org>

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Shop in the Ozark's Ozark

By Dave Kelly

dkmidwest@hotmail.com



Last month was cool and a lot of rain. At this writing, it's turned 97 degrees and windy. Oh well, I fly every chance I get.

Not much progress on B-26. I unpacked the engines I had planned on using, did short tests to make sure all was good, and they are. Now I've decided I want to use something else. Not sure what as yet. Maybe a pair of German *Valach* 4 cycles would be good? I modernize slowly I guess, so if anyone needs a good warbird engine, I have a couple. Send me an email I will make you a good deal! Or trade (*what you got?*) These are *Sachs 4.2 (70cc)* gassers, on *CH* ignition. Easily swings 23" and 24" props. They are *Byron* units, but have been converted back to non-spark advance by *CH* ignition and bench checked, with only about a half tank through. So near new condition.



I was unable to attend the *Western Flyers WWI and Golden Age* event. I was hanging with family in Indiana. I spent last month (*between raindrops*) flying my plans-built 25% *Fokker DR1*. Must have gotten 30 flights on it or so. I had forgotten how *Cub* like and lazy



they flew. A friend had me bring it to Rolla. There I was able to get my hands on a *Balsa USA 1/3 scale DR1*. I absolutely loved it. I have to have one!! Or maybe a 1/3 *Nieuport*, or *Fokker DR7* ??? They just get better bigger. Ha!!! Since I could not make this year's *Golden Age* event, I decided to sell the 25% and build a 1/3 scale *BUSA* for next year. This paint scheme is so unusual and so easy to track in the air that I'll probably make use of the same on my next.

I know several of you attended the *Nall Fly*, drop me a line and photos. I could not make the haul this year. DIESEL PRICES ARE RIDICULOUS \$\$\$\$\$\$. I was to be gone all May. *Nall*, then *Portland Maine*, then sweep back through *Indiana* for our family event. I had to cut out a lot of miles to stay in our budget.

I hope all of you are well, and we get to fly with each other again soon. Take care!!

PS: I did some turkey hunting in my forested back acres too. Retirement, hmmm, who needs it. Hehe



Classic Morisey Bravo

By Larry Inness

linness@conpoint.com



Another build this winter was a Sig Morrisey Bravo short kit I purchased from Jim Simonich. I'm glad he convinced me to build this one as I would have never chosen it. I needed to use my over stock of balsa and parts anyway.

I had copies made from Jim's kit of plans and instructions. I built a two-piece wing but everything else was from the plans. Jim's sister made the decals and it's covered with Monokote in the original scale scheme. The corrugated control surfaces are glued to sheeted balsa then trimmed in Monokote for a scale appearance.

The plane weighs 15lb 11oz and flies great with a DLE 35cc for power. Thanks Jim for getting me into a fun build. All planes are for sale at www.linness.com
Club members - be sure and ask for a discount.



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1/4 SPAD XIII Build - Done

By Nelson Carpenter

J3flyah@gmail.com



After seven months of building the *Balsa USA 1/4 scale SPAD XIII*, it is done. Although it wasn't ready for flying at the *WWI & Golden Age Fun Fly* held on May 22nd. There were some loose ends to finish up, and I needed to get the maiden flight in before attempting it at the fun fly.

If you haven't followed this build, it was also being built by Larry Inness. We agreed to use the same latex paint colors and camo scheme which is a mirror image of each other. They were modeled after Eddie Rickenbacker's aircraft of the 94th Aero Squadron, 1st Pursuit Group of WWI fame.

My SPAD has a *DLE 35RA* swinging an 18x6 prop. It weighs 20 lbs. of which 2 lbs were added to get the proper CG. That falls within the weight range for a BUSA SPAD.

At the is writing, the maiden flight is being held up by Mother Nature and climate change. Waiting on light winds straight down the runway. Larry's has had 3 flights already. Photos on this page were taken by Dan Fitzgerald at the recent fun fly.





Western R/C Flyers Event Schedule*

*Western RC Flyers calendar: <https://westernrcflyers.org/a/szz/r/rc/calendar>

*Metro Area RC Flying calendar: http://www.metrorcflying.com/metro_schedule.htm



Western R/C Flyers Inc.



Membership Renewal and Application 2022

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

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

AMA Number: _____

2022 Dues: \$35.00 (Renewals due 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. Applicants provide AMA number, postal address, and email address. send to:

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