



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

March 2017 Issue

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A Word from the President



Well it has been an active month for our hobby with lots going on. There were many good days of flying at Mead Field, and then the AMA national recognition for one of our club members, Dean Copeland.

The Grand Island make-up auction was held on the 12th of March. I made the drive over there with Mike Lawver. Saw couple of other club members there, Larry Woscyna and Steve Rasmussen who both ended up with a couple of nice airplanes that only lacked receivers to fly. As for myself, let's just say that it was good that I had a large vehicle there.

Guys, and gal, it looks like we are going to have a strong membership this year. Most of you have been good about getting your dues in to Dean for 2017. For those of you lagging a bit, dues are delinquent after April 1st. Thank you.

See you at the Field!

- Rick Miller

Next Meeting: TBD



Vice-President's Corner



I got out twice to try my new *Tiger 60* that I got at the auction and the *eFlite Valiant* I bought. Ailerons didn't work on the *Tiger* the first time and was too windy for the *valiant*. Put two new servos in the *Tiger* and took them down again. This time I forgot the dog gone radio. Bad thing about that is it's not the first time. Went to Dean's award presentation and watched him get a well-deserved award. Also had a good meal and bull session. I hope next time I get out things go well. Looking forward to a good flying season for everybody. See you at the field.



Fly 'em!

- Rick Haneline

Treasurer's Report



As of this writing we now have 32 paid up members for the up-coming 2017 season. Our finances are in order and waiting for the necessary bills for maintenance and outhouse expenses to arrive.

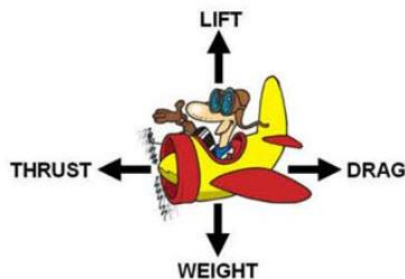
I hope that all of you at one time or another have had the opportunity to take advantage of the few but fantastic flying days that we have had. The field is in great shape and should prove to make for a good flying season.

Looking forward to seeing all of you and for the few that have not paid their dues please send them in.

Your Treasurer ~ Dean Copeland

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

ALL YOU NEED TO KNOW:



Lifetime Achievement Award



OMAHA - Sunday, March 5, 2017 at a special 'surprise' ceremony held at a local Omaha restaurant, WRCF member and club Treasurer **Dean Copeland** was awarded the Academy of Model Aeronautics 'Lifetime Achievement Award'.

AMA District IX Vice-President **Jim Tiller** made the presentation in front of a group of about 25 people, all members of local area clubs. The *Western R/C Flyers* club were represented by President **Rick Miller**, Vice-President **Rick Haneline**, along with **Dave Kelly** and Secretary **Tim Peters**. Several of the attendees provided testimonials about Dean's contributions to modeling, including both **Rick Miller** and **Rick Haneline**. Congratulations to Dean on this prestigious award!



Jim Tiller presents plaque to a surprised Dean.

SkunkWorks News

By Tim Peters



This just in from the SkunkWorks---

Not much activity to report this month. Work activity has keeping me busy. Just a few weeks left until retirement.

What's new----

Ed Paasche has stepped down as the Nebraska AMA District IX AVP. Thanks to Ed for all of his efforts to support Nebraska flying activity. The new AVP for Nebraska is Tyler Brown.

I have been slope-soaring my new mini-sailplane, the Horizon Hobbies 'Whipit' near the dam site on Lake Zorinsky. I'm thinking of adding a small amount of ballast to it so that it can handle winds in the 10-12 mph range. So far so good.



Purchased a nice OS 61 (nitro) engine from eBay. It will get attached to the Andrews Aeromaster Biplane I purchased at the SkyKnights auction in early February. A .60 will be perfect for overcoming the extra drag from two wings. The



builder set the airplane up for a single aileron servo; I'll replace that with individual servos for each aileron. Getting the Aeromaster finished and in the air will be a high-priority for the next month.

I am planning to restart my airplane drone project soon. I'm testing an inexpensive two-way telemetry link between my laptop and the aircraft. This allows adjustments to the 'APM' flight programming while airborne. My past experiences required that the autopilot unit be restarted (on the ground) in order to reset a 'flight plan' consisting of waypoints. That meant taking off the wing and resetting the APM unit. This will allow a reset from the laptop; I'll still do it while the plane is on the ground but it won't require disassembly—much more convenient.

The telemetry transmission will be on 933 MHz (Ham radio band.) Getting a ham radio technician class license is not that difficult; If you're doing fpv, you need one in order to be legal to use more than 25 mW transmitter power. My FPV equipment uses 200 mW transmitters. One of the photos shows the pair of telemetry units, the transmitter plugs into a usb port on the laptop.



Did I mention I'm retiring April 1st? Seriously....it's not an April Fool's Joke. ☺



Soft Landings for Pup

By Nelson Carpenter



As I was finishing up my *BUSA* ¼ scale *Sopwith Pup*, I made the decision to change out the landing gear that came with the kit. The gear was rigid and my experience told me that it could make for some unforegoing hard landings.

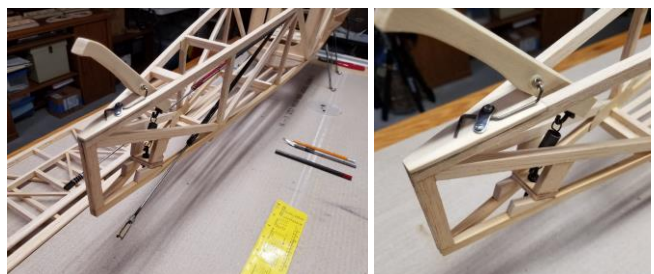
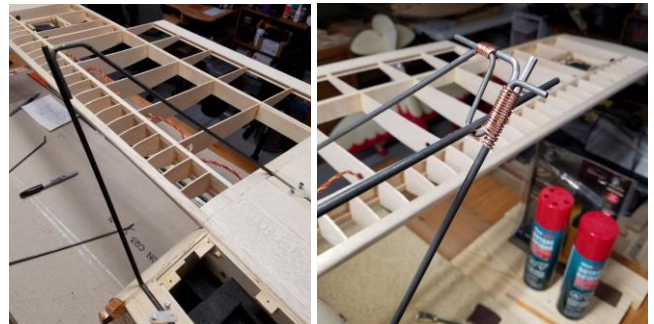
So I went about redesigning the main gear and the tail skid. The point was to soften the Pup's impact on landing with a shock absorbing system. That took quite a bit of effort to precisely bend the heavy 3/16" wire and have everything line up straight. I got lucky and only had to bend new wire once using a *K&S Mighty Bender*.

What you see in the photos is the bungee method I used. The main axle extends freely through a channel I created on each leg or strut. Mini-bungees provide cushion which are tensioned enough to hold the weight of the Pup, yet flex. Independently left and right axles are linked in the center with rubber automotive tubing. This allows the two axles to articulate.

I also inserted short lengths of rubber tubing over the axles where they pass through the landing gear struts so as to not have any metal-to-metal contact when the axles move. Realism being important to me, I also slipped carbon fiber arrow shafts over the axles to make them look beefier without adding much weight. The photos should give a good idea what I have done.

The last two photos are bottom views showing my basswood tail skid that pivots up and down. I placed a hinge point on the outside of the fuse so that at rest the skid would stop against edge of the plywood plate. This to prevent the spring from tensioning the skid at a greater angle than you see. I have since replaced the wire pivot bracket with a larger diameter and included a bushing.

I am hopeful my 3-point landings will look smoother to you with this "soft gear." We will find out in another month when I maiden the Pup. Stay tuned!



B-26B-2MA, 41-17901

"Bucket O' Bolts II"



By Dave Kelly



For WF Mar newsletter. My father spent a year in *North Africa*, serving as a tail gunner on a B-26. I'll post to the newsletter his Diary account monthly.

These entries bring us up to end of February 1943, and each month thereafter will be added. It's interesting to read his accounts, and how his writing changed over that year. Amount of his entries, legibility, and general mood certainly can be seen over the next several months.....



The "Daddy of them all" 17 Bomb Group 95th Squadron
 B-26B-2-MA #41-17906 "Bucket O' Bolts II"
 Back row - Jones, Kelly, ?, Daniels, McClure, Kemp, Tudor, Glick, Conlan, ?, ?
 Middle row - ?, ?, Stringham, Schultz, Bondurant, Clay, ?, ?
 Front row - ?, Cornelson, ?, ?, ?, ?, ?

My father served under **General Jimmy Doolittle**, 17th Bomb Group, 95th Squadron. The group was tagged "*The Daddy of them All*". They were the one of the original crews on the B-26 bombers to begin the bombing campaigns in the Mediterranean theater.



- January 1, 1943.
This New Year in Africa. Bombing the Axis. Lost 1 B26 today over Tunis. J W Hinis was one of the crew. All was killed.

- January 3, 1943
No raid today on account of weather. Wrote Gen a letter. Sure do miss her.

(Mission number 1)

- January 4, 1943
Was to bomb an enemy aerodrome today. But enemy planes bombard our fighter escort before we picked them up. So we turned back.

- January 5, 1943
Gen and my first wedding anniversary. Our B26's bombed a German aerodrome today. Wrecking it completely. I didn't go. Ship out.

- January 6, 1943
Dry run today. Going on a raid in the morning early

(Mission number 2)

- January 7, 1943.
Went on my first raid today. We did a good job on the target. Using frag bombs.

- January 8, 1943
Was going on a raid today. But got our ship stuck in a rock pile today. The rest went out and all returned OK.

- January 9, 1943.
Dry run today. No raid. Saw some US tanks. M4's.

(Mission number 3)

- January 22, 1943
Raid over Tunis today. Got holes in my ship. Saw Carol Landis, Kay Frances, Martha Ray, and Mitze Mayfair. Nice show.

- January 23, 1943
Enemy aircraft was heard overhead tonight. They circled the field. Finally dropping bombs northeast of us.

(Mission number 5)
Raid today over Sfax. Helped the boys shoot down a FW190. I got the air medal today for having five raids to my credit. I flew with Maj Greening today.

* My Insert DKelly..... Major Greening was the pilot on B-25 #11, Doolittle Raiders.
<http://www.veterantributes.org/TributeDetail.php?recordID=1890>

- January 29, 1943
No raid today. Went up to the hot springs for a bath. Sent Gen 4-100.00 money orders.

(Mission number 6)

- February 2, 1943
On a raid today over (not legible) by Sfax. Ground crew got in today. Sure am glad to see them.

- February 3, 1943
Raid on aerodrome over Sfax today. Lost 1 B-26 and 2 P-38s. I'm on for tomorrow raid.

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"Bucket O' Bolts II" Cont.

(Mission number 7)

- February 4, 1943

I was on another raid today. A German airfield. I help shoot down a M-E-109 today.

- February 17, 1943

My ship 906 cracked up today on a test hop. Am very glad I was not on it. All the crew was killed. We also lost mothership over our target. I also received word tonight that I was (last)? (Lost)? In (oct...)??... Was I surprised.

* My insert DK.....serial number 41-17906 was the original "Bucket O' Bolts. After the loss, my father and the rest of his crew was assigned to ship number 41-17901 and that ship became "Bucket O' Bolts II".

(Mission number 8)

- February 23, 1943

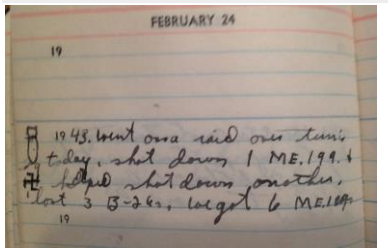
On a raid today on Kasserine a German airfield. Attached by 2 ME109s. We put lead into both. On again tomorrow.

(Mission number 9)

- February 24, 1943

Went on a raid today over Tunis. Shot down a ME 199 and helped shoot down another. Lost 3 B-26s. We got 6 ME109s.

(Mission number 10). ????.Missing/ no entry.



First confirmed victory. Feb 24, 1943

Look close on aircraft over his left shoulder. His first victory mission number nine. The number was also added on nose with the mission markings.

To be continued.....



Mead Field Pics

February 2017



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*Western R/C
Flyers*

Mead Field Pics Cont.



Cont. Page 9

*Western R/C
Flyers*

Mead Field Pics Cont.





~ 2017 Western R/C Flyers Event Schedule ~

January 2017

- **Saturday, Jan 17th** - Strategic Air & Space Museum's Indoor Air Show 2015

February 2017

March 2017

April 2017

- **Saturday, April 15th** – Old Timers Fun Fly with 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.

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.

July 2017

- **Sunday Jul 9th** – Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 15th** - Old-Timers Fun Fly with Electric Glider Fly - Starts at 9:00am with flying until 3:00pm.

August 2017

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

September 2017

- **Saturday, Sep 16th** – Old Timers Fun Fly with Electric Glider Fly – Starts at 9:00am with flying until 3:00pm.

October 2017

- **Saturday, Oct 21st** – 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