



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

May 2015 Issue

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### A Word from the President



Work has me occupied with every moment, so this will be short. Need to thank both Richard Jonas and Leroy Konecky for the improvements they recently made to the airplane stands.

See you all at the field when I can. Keep those airplanes flying, and be sure to do it safely.

Thanks!

~ Rick Miller

### Next Meeting:

7:00PM Tuesday May 5, 2015

Mead Field



### Vice-President's Corner



The May meeting will be at the field in Mead. It hasn't been the best flying weather yet. Some of us did manage to get a few flights in between the wind and rain. I made some repairs to the stands....some didn't have a place to hold your transmitter. Leroy Konecky and I got one of the gas mowers running and the other should be good to go soon.

I have been in touch with Jim Henley and the mowing schedule has been released for those who have volunteered.

Please let Jim know if any of you others are available to help with the mowing. Jim conducted a mower safety and diesel mower training class on April 28th. He will report the outcome at the May meeting.

Keep Flying!

~ Richard Jonas

## April Treasurer's Notes



Well summer has finally come to be, and hope that you have been getting in some flying. The rain has been a welcome sight with the passing of a very dry winter, with the new seeding the field is starting to take on the look of a great place to fly. Come join all your buddies doing what we like to do the most; I'm talking about flying!

I will be heading to Florida on April 26th and will not be able to join in all the fun at our first monthly meeting at the field. "OH" by the way, if you have not paid you dues now is a good time to do so. Happy Flying!

**Your Pesky Treasurer      - Dean Copeland**

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



## April 2015 Meeting Notes



*Western RC Flyers meeting minutes, Wednesday, April 8, 2015 7 PM. (Chalco Hills)*

(10) Members present.

The meeting was called to order by WRCF President **Rick Miller** 7:05 PM.

Treasurer **Dean Copeland** presented the monthly report. WRCF has total of (37) paid members so far for 2015. This is an increase of (10) from the previous month. Dean provided income details for the month, there were no expenses. Dean will contact the *Porta-Potty* vendor to arrange for service beginning in May. It was moved/seconded/approved to accept the treasurer's report.

It was moved/seconded/approved to accept the March 2015 WRCF meeting minutes as published in the April, 2015 *Tailspin* Newsletter. **Rick Miller** expressed his thanks for the *Tailspin* newsletter quality and the meeting minutes.

### Old Business:

#### **Mead Flying Field (mowing):**

**Leroy Konecky** reported that the maintenance on the diesel mower is complete and that it is ready for the mowing season. The other mower is in Leroy's shop; he plans to look at the carburetor to see if it needs work. There was some discussion about the location of clipboard used for recording mower maintenance and mowing schedules. The club needs to follow up with **Jim Henley** regarding the mowing schedule and a 'training session' for the mowers.

#### **Raffle:**

**Nelson Carpenter** had discussed the club's plans with **Tim @ HobbyTown**. The plan is to use \$100 of club funds along with \$100 from *HobbyTown* (accumulated through WRCF member purchase rebates) to buy (2) \$100 *HobbyTown* gift cards for the raffle. It was moved, seconded, and approved to purchase the gift cards. Nelson will follow up with **AMA District IX VP Ed Paasch**; Ed has assisted other clubs with similar raffles in the past.

### New Business:

#### **Upcoming WRCF Events:**

The monthly *Old Timer/Glider* event is April 18. Nelson reported that the glider winch will not be available as **Loren Blinde** will be out-of-town. Bring your gliders, especially EP gliders.

Nelson reminded the group that the next WRCF meeting will be May 5 at the Mead field.

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## April 2015 Meeting Notes Cont...

### Misc.:

Seeding of the Mead field is complete. The seed has been packed-in. **Mike Lawver** has offered to crown and pack the runway. This will require new seed. It was decided that doing this should wait until next year; the *University* will be holding an auction at the Mead field in 2016, we need to examine the field condition after that event and decide on the best course of action.

Dean offered up an idea for making the pit area safer. The openings in the safety fence can pose a danger to the pit area if a plane passes through at the right angle. There was discussion on the ways *WRCF* can mitigate this. **Tim Peters** asked for clarification on recent *FAA* proposals and *AMA* responses.

It was moved/seconded/approved to adjourn the meeting at 7:35 PM.

### Show-and-Tell

Those present took turns providing update on their current projects and plans for the upcoming flying season.

***That's it!***

***~ Tim Peters***



**~ Did you pay your dues by April 1st? Thanks for your Support. ~**

## April Show N' Tell



**Tim Peters** reveals his "Top Secret" project to those attending the meeting.



Interestingly, there are many high quality parts to his FPV equipment.



Goggles are designed to be light and stay in place while flying.

# LAS VEGAS RC NEWS



From time to time I am asked about engine repair, which I do not do. I can tell you that there are a few craftsman left besides the honorable **Clarence Lee** (Mr. K&B) who will fix the threads on most any motor for the glow plug.

1. *BJ's Model Engine Service* 51 Hillside Dr. Beacon Falls, CT. 06403. This guy will repair 2 stroke or 4 Cycle or gas motors. Go to his website at [www.bj-model-engines.com](http://www.bj-model-engines.com) He even has an on-line estimator. You can figure labor at \$20 / \$30 dollars basic charge plus parts, This guy gives you a one-year warranty on his work, he also actually tests runs his repairs. I think this is high quality service if you need it.

2. *Bowman's Rings* 1211 N. Allen Ave. Farmington, NM 87401 If you are going to rebuild your motor and want or need new rings, this is the guy to contact. I have heard his work is very high quality from a several people.

3.

While we live in an era of a changing hobby, moving towards more electric and gas and away from glow motors, many of us still use glow. But the parts are expensive and hard to come by. I still get requests for crankshafts for the old *OS 1.20 twin*, which was a fine motor but had a weak crank. So I am one of the last sources you can go to get needed parts engine (*off another engine*) to repair that glow motor you love.

Recently I have sold my entire *OS LA 46* inventory, my entire *OS FP 40* inventory to guys who convert them to U-control. Now that *Fox Motors* are gone, my supply of *Fox 35's* is moving out quickly. Hope this information proves useful to everyone.

**Best Regards!**

**- Bob Boumstein**

## 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.

## Preddy, The Highest Scoring Mustang Ace - YouTube

WWII fans.....take the time to check this out! It's a long one, but one of the best I've ever seen. I've watched many hours of WWII film , this one has outstanding footage in it , I've never seen before and I thought I've seen just about all of it . It's a very interesting account of *America's* greatest "Ace". If you like strafing footage you'll love this. Narration is by people that were there. I think pilot in green shirt was "*High*" on pot when giving his accounts of the days, (*just kidding*). What a time in history of the world, you have to take your hat off to the people that endured this war! Absolutely fantastic film footage of war bird aircraft. Very interesting info on the mighty P-51 airplane, I know...I know...P-51 it's a wear out! But what an airplane, the guys that flew them, loved them. That airplane a big factor in European victory. Remember.... watch the whole film! , you'll be glad you did!

*Keep on , Keep'in on.....Jim Drickey*

<https://m.youtube.com/watch?v=oBNj-2siJMg>



# Intermodellbau

Report by Loren Blinde



During a recent trip to *Germany* I was able to spend a weekend in Dortmund, the intent being to see a football (soccer) game at one of the largest and most energetic stadiums in Europe. Picture a *Big Red* game with 80,000 fans, who can freely smoke and drink during the game, all dressed in bright yellow. My hotel was just a few blocks away and the route to the stadium took me past a convention center called *Westfalenhallen*. I would have walked right on by until the word *Intermodellbau* caught my eye on the marquee. Perhaps because I had built a couple of German kits and recognized the word.

I diverted and made an inquiry, only to find that I had stumbled upon one of the largest annual hobby/model shows in Europe! Something like their version of *Toledo*. Time was short before the game, so I bought a ticket and headed in. The unassuming entrance was a portal to 7 large individual exhibition halls, each featuring a different hobby pursuit. 2 for planes and one each for cars, boats, trains, technology and construction equipment. So I've got all of 45 minutes to while away before the game... and such a show to see. (*I will skip to the end and confess that I left the game early Saturday and came back for even more on Sunday*). Later research revealed 500 exhibitors, 20,000 model displays across 77K sq. meters of space.

I seemingly ran through the train, boat and other halls with one thought in mind, "*where are the airplanes?*" When I found the final two halls, it was remarkable. Either because there were a lot of sailplanes on display, or because I was exercising selective vision, I got to see the best of what the world has to offer. 4-meter scale gliders were commonplace. The real eye-catchers were of the 5 to 8 meter variety. I think there was even one 10 meter glider. Heck, there were two full scale sailplanes on display, one of which with a 1/3 scale model alongside. How to launch those beasts? With a 200cc, 3.5 meter Wilga tow plane of course!

tow plane of course!

In the middle of one hall was a 120' square, net protected (*from easily impressed tourists*) area for live demos of drones, 3D planes and helicopters. None of which interested me in the least, so no pictures, sorry.

There was a large table full of old timers from a local club. And some giant scale versions of jet airliners. Plus what seemed to be a lot of *Eindeckers* of many scales.

And countless manufacturers. *Oracover* (*the same place Ultracote comes from*) had a display of covering that puts our sheltered American selections to shame. There was a booth that offered to scan your face/torso and then 3D print a scale pilot figure of yourself. A competition sailplane supplier that had more composite materials on display than I'd ever imagined. Someone else with an aluminum soldering substance strong enough to rebuild broken engines. And another booth with a truly unbreakable beginner-proof plane.

Even our American distributors were well represented. Notably *Hobbico* and *Horizon*. I inquired at the Horizon booth about the availability of the large ASW-20 sailplane on display. Sure enough, it graces the pages of the *Model Aviation* magazine that arrived just today. *Multiplex*, *Graupner*, *Krick*, they were all there in force.

I felt guilty not giving the other halls their due. But one of them had something I'd never even considered, R/C construction equipment. Imagine dozers and cranes having a go at a pile of dirt, brilliant. The boat hall had a scale replica of the *Normandy* invasion.

Rather than ramble on any more, I will attach a few photos of the experience. We now have a very favorable exchange rate with the Euro (*down to 1.10*), so this may indeed be the time to meet your *German* dream girl. ☺



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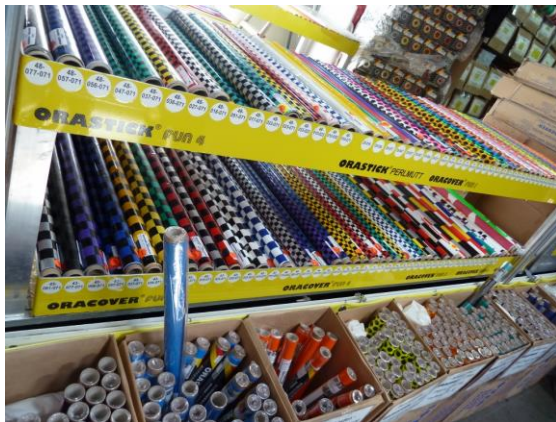
# Intermodellbau Cont.



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## Intermodellbau Cont.



## COQUETTE READY FOR FEATHERS

Report by Nelson Carpenter



The "Coquette" is shown prior to covering it in transparent red Monocote. I wanted to get photos of it before the covering, as I think most models look good just "barebones." Note: photo above is that of Paul Howkins' Coquette in England.

Along with covering the old timer biplane, I need to run the motor which is an OS .61 four stroke. This will be bench run to be sure there aren't any problems before installing in the old timer inverted.



# Flying Up-North Country

Report by Jim Drickey



For those interested, I turned a balsa spinner on my electric drill using 1/4 in. hard dowel that runs through the spinner. Then I cut it off after turning shape of spinner. Last, I hand drilled through length of dowel for prop shaft.

Used 1/8 in. prop blade attach dowels inserted in preset holes in spinner hub. The dowels are left 1/2 flat for glue point to 1/16 in. ply prop blades.

This prop set up looks more scale than 2 blade, and will fly the airplane. The balance is important using 3-blade set up. Remember scale model warbirds not the best subject for long duration flights with rubber power. The real airplanes are "flying bricks", only able to fly cause of massive horse power. Tip stalls in turns due to speed issue! Can you relate? The spinner then sealed with 4 coats of poly, ready for either paint or color tissue. Twist on 1/16 ply blades done by water soaked blades put on 5 in. dia. metal can at 20 degree angle with rubber bands to hold blades to surface of can. Then dried in oven at 200 degrees for a while.

Notch on end of spinner shaft dowel for prop shaft drive in gage. Look closely, you see rubber band marks on ply prop blades. Schmucks will ruin looks of nice scale rubber power model by putting 2-blade on a build! Need to get it right!

Capt. Insaneo.....*Over and Out*

P.S. **Billy Meier**....come back....join us in this hideous world!

***Keep on, Keep'in on.....***





# Mower Training 101

Report by Nelson Carpenter



Under the watchful eyes of Richard Jonas and Jim Henley, three rookie mower drivers took to mowing Mead Field on April 28<sup>th</sup>. The purpose was to train new mower drivers to fill a rotational roster of club members who willing signed up to do so. The three trainees on this

day included myself along with Jack Barry and new club member Doug Clemetson.

The lessons went well and the entire field was mowed in 90 minutes. Future mowing will entail two members working as a team. The team concept is in the interest of safety, besides getting the job done faster.



# GETTING THE PICTURE

Report by Tim Peters



Normally eyewear is not a hot topic for R/C'ers. This year I'm sporting some new spectacles. They are *SkyZone FPV goggles*. FPV is 'First Person View'. FPV puts you in the cockpit of your model. Mount a TV camera with the lens pointing out the front, attach it to a transmitter, and

broadcast live video to a receiver and monitor on the ground. Watching the picture makes it appear as though you are in the cockpit—First Person View!

Good things come to those who wait. In this case, I ordered FPV equipment from *BangGood* (<http://www.banggood.com>) on February 19<sup>th</sup>. My previous experience with HobbyKing (*also out of China*) reminded me that shipping could take a couple of weeks. However, part of the shipment was back-ordered, so I waited, and waited...until it arrived 6 weeks later on April 8. The FPV equipment consists of the airborne units: a 'board' camera, 200 mW 5.8 GHz video transmitter/antenna and a cable harness for connecting everything. The harness has a connector that is compatible with the balancing port found on most Lipo batteries. You can tap into the same battery that powers the motor and receiver/servos in the aircraft. The ground system involves the previously-mentioned *SkyZone goggles*. The goggles are self-contained—5.8 GHz dual-diversity receiver, internal front-pointing camera, video display, antennas and cables. Dual antennas allow the goggles to select from the strongest signal. The goggles come with a variety of cables and are powered using an external power supply. I used a 1200 mAh lipo, after first soldering a balance connector to the cable. The goggle camera is front-pointing; a button allows switching between this camera and the fpv signal. This is a convenience; you can quickly change views between the aircraft and what's directly in front of you.

You can also skip the goggles and use a combination of video receiver, antenna, and video monitor. I like the *SkyZone goggles* in that everything (*antennas/receiver/monitor*) is self-contained so there are fewer cables to deal with. The goggles also immerse the operator into the scene as all you see is the view from the aircraft.

I brought the FPV equipment for *Show-and-Tell* at the April, 2015 *WRCF* meeting. I mentioned that I plan several phases for its use. The plan is to mount the airborne equipment into my Bixler foam airplane. The Bixler has a rear-mounted electric motor with 5 channels: aileron, elevator, rudder, speed control, and flaps. I replaced the removable cockpit with a plywood frame for holding the camera and transmitter. Phase #1 of the plan has the camera fixed in place (*does not pan or tilt*) with the lens pointed toward the front and slightly down. I wanted to

be able to get a 'from the cockpit view' but also be able to see the ground below. The rear-mounted electric motor setup works well as the propeller stays out of the view. I normally use 2200 mAh Lipo batteries in the Bixler. I did purchase a 4000 mAh pack for this project as I hope for longer flights using FPV. The 4000 weighs a little more, but I think the longer flight times will make it worthwhile.

I mentioned several phases for this venture. Phase 1 is the fixed camera. In phase 2 there will be a camera mount that allows for tilt-and-pan. I'll use two small servos to control the camera view using controls on the R/C transmitter. The goggles come with cable(s) for connecting to the R/C transmitter. With this connectivity you can activate the tilt-and-pan functions by moving your head (*goggles on, of course!*) left/right/up/down!

I also ordered a separate small circuit board to support another phase. It is an OSD (*on-screen display*). The OSD is part of the airborne package. It intercepts the video from the camera and overlays the image with text information. Depending on how it is used, you can see the aircraft GPS location, altitude, speed, direction, and battery voltage along with the camera image. One OSD display feature that sounds very compelling is an 'arrow' that shows where aircraft's takeoff location is with respect to the aircraft's location. In other words, the arrow shows what direction to fly in order to find your way back!

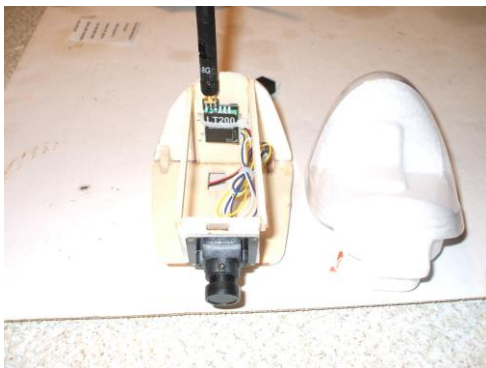
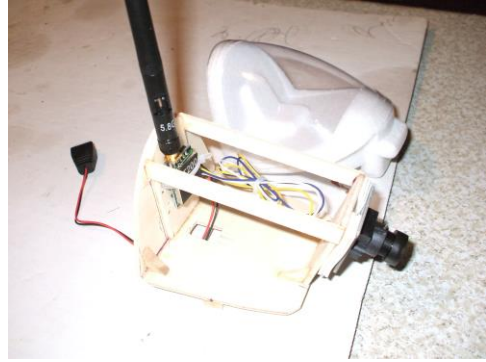
*R/C FPV* technology and the associated rules are still being refined. It's important to have a spotter to keep track of the plane. Depending on the power output, operation of the airborne transmitter may require an *FCC* license. I obtained a *FCC Technician-Class* license earlier in 2015. This is a 'Ham Radio' license, but unlike previous ham operators, you do not need to learn Morse Code. There are preparation packages available in print or online; the exams are held in various locations, often monthly or bi-monthly. The questions consist of some basic electronic theory, understanding of electronic components as they appear on schematics, and some memorization of rules. After a few evenings of study I found the actual exam fairly easy to pass. Obviously go online for more information about the *FCC* license.

I included a few photos of the equipment and the Bixler. To get a better idea of FPV use in R/C aircraft, check "YouTube" online. Search for 'FPV Bixler'; there are a number of really good videos to 'get the picture'!

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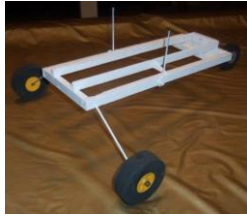


# GETTING THE PICTURE Cont.





# THE DOLLY



Report by Jud Bock



This is a conclusive tale about the scratch-built sailplane that I built this past winter. The name of it is the “*Thermix*”, and was designed by Dick Sarpolis. Nelson had another construction story in an earlier newsletter about the “*Thermix*”, and this is the follow-up. You older modelers probably remember Sarpolis as a prolific designer of all kinds of R/C models. As it was winter when I finished it up, I never was able to test it out till this spring. Last summer, I had a nasty fall, and broke my arm. The arm has healed, but I discovered I was unable to hand launch a glider the hard way, when I attempted launching an old sailplane I had at one of the Mead fun-fly's last fall and threw it in the ground, resulting in a broken wing and fuselage.

So, it seemed that I had two choices...to always have a fellow modeler launch the plane, or build a launching device. Since there isn't always someone around who can do this task, I opted to construct a “*dolly*”. I am sure that 99% of you know what that is, but for the 1% that doesn't, it is a frame on wheels that you sit the plane on that you want to launch. When ready, you power up the model so that the device moves forward fast enough so that the aircraft begins flying and takes off from it.

Because during the planes construction, many things were just guesswork, like the size of the motor and prop, based on model weight. Since I opted for a folding prop, I bought the biggest one I could for the plane as it is quite large at over 100 inch wingspan. While I wanted enough power, I tried to keep the motor size no bigger than need to get a decent climb rate for weight purposes. We all know, the lighter the planes are, and the better they fly.

So, I sat down at the old drawing board, and taking the measurements of the “*Thermix*”, I drew up plans for the “*Dolly*” and put it together after building the glider this winter. The assembly of the “*dolly*” was easy and fast. Getting the three wheels to track straight was the biggest problem. I used the three wheels from the crashed “*Shereshaw*” at the field last summer and sawed some pine up for the rest of the frame. Adding two wire stops for the leading edge of the wing to abut against were the last step.

I have been anxiously awaiting decent flying weather which has been painfully slow in arriving, but finally one day last week, the forecast was perfect and I headed out to the field to give the “*Thermix*” and the *Dolly* a test. After sitting the glider in the dolly's saddle, and aiming it directly into the wind, plugging in the “*Deans*” arming plug and applied power gently as I wanted to get it up to flying speed slowly. I wondered if I should get up speed and then give it a hefty up-elevator to lift it off the dolly, or see if it would lift off itself. After about half throttle, it lifted off the dolly effortlessly with no elevator assistance. I applied full throttle and soon found out that I had more than enough motor and prop, and backed off the throttle for a respectable ascent. As it rose into the beautiful blue sky, and I cut the throttle for the glide, I found myself smiling as the first test flight was going well. Having had numerous others that didn't were in the back of my mind. I found using a little throttle at altitude seemed to work better than shutting it down completely. I flew it four times and packed it up and headed home a “*Happy Camper*”.....See you at the field this summer....Jud



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## THE DOLLY Cont.



## ELECTRIFIED QUAKER

On Sunday April 28<sup>th</sup> Larry Woscyna “re-birthed” his old timer Quaker airplane and launched it into the air. Larry had swapped out the four-cycle motor installation for an electric motor equivalent in size to a .45 glow engine. The Quaker flew flawlessly and was well behaved.



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**Come Fly  
With Us!**  
**Only  
\$35<sup>Year</sup>**  
AMA  
Membership  
Required



# Project "Buzzard"

by Joe Mock



My winter project the *Buzzard* is finished, and I've got it setup ready to go with electric power. An *E-Flite 90 Max* rated at 50 amps. It has been tested with an 18-10 prop at 44 amps producing 960 watts with 9.2 lbs of thrust. The battery is 24 volts and only 75% charged. The plane ended up at 16 lbs. I think

it should fly okay.

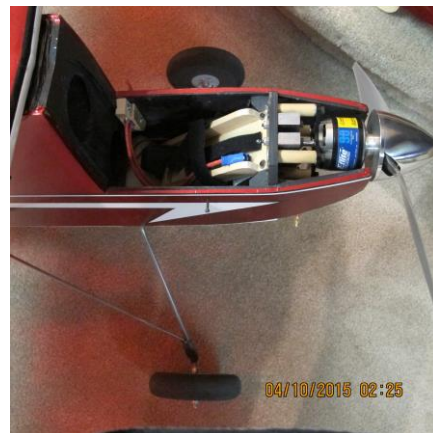
See you all at the field.



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# Project "Buzzard" Cont.





## ~ 2015 Western R/C Flyers Event Schedule ~

### January 2015

- **Wednesday, Jan 7th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.
- **Saturday, Jan 17th** - Strategic Air & Space Museum's Indoor Air Show 2015

### February 2015

- **Tuesday, Feb 3rd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.

### March 2015

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

### April 2015

- **Wednesday, Apr 8th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th St.
- **Saturday, April 18th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

### May 2015

- **Tuesday, May 5th** - Club Meeting 7pm, at MEAD FIELD, bring a plane, open flying.
- **Saturday, May 16th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, May 30th** - Scale Fun Fly and Swap Meet at Mead Field starting 9am.

### June 2015

- **Tuesday, Jun 2nd** - Club Meeting 7pm, MEAD FIELD, bring a plane, open flying.
- **Saturday, Jun 14th** - Annual Spring Club Fun Fly at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 20th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

### July 2015

- **Tuesday, Jul 7th** - Club Meeting 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 12th** - Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 18th** - Old-Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

### August 2015

- **Tuesday, Aug 4th** - Club Meeting 7pm, MEAD FIELD a plane, open flying.
- **Saturday, Aug 15th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.
- **Saturday, Aug 22nd** - Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch and flying. Rain date Aug 23rd.

### September 2015

- **Tuesday, Sep 1st** - Club Meeting 7pm, MEAD FIELD - bring a plane, open flying.
- **Saturday, Sep 19th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

### October 2015

- **Tuesday, Oct 6th** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- **Saturday, Oct 17th** - Old Timers Fun Fly with Glider Fly - Starts at 9:00am with flying until 3:00pm.

### November 2015

- **Wednesday, Nov 3rd** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- Nominations taken for 2015 Officers

### December 2015

- **Thursday, Dec 1st** - Club Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- 2015 Officer elections



## Western R/C Flyers Inc. 2015 Membership Application

Please print clearly!

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Evening Phone: \_\_\_\_\_ Day Phone: \_\_\_\_\_

Email: \_\_\_\_\_

AMA Number: \_\_\_\_\_

Amount Paid: \$ \_\_\_\_\_

**2015 Dues: \$35** (Renewals should be paid by **April 1**) New \_\_\_ Renewal \_\_\_ (Check One)

Sign Here: \_\_\_\_\_ Date \_\_\_\_\_

**Membership subject to approval. AMA membership is required.**

**Make Checks Payable to: Western R/C Flyers**

Complete this form and send with check to WR/CF Treasurer:  
Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118