



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

May 2016 Issue

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### A Word from the President



Well spring has sprung a leak as we found out with the rainfall first half of the month. Most of the runway has drained fairly well, yet we still ended up with a couple of small ponds along the east edge of the field. Feel free to try your luck flying off the water, with or without floats.

Several of our club members have been mowing the field based on a schedule they developed. They have set up a rotation between themselves. It is working out real well. Thanks to those guys for keeping our field in good condition.

Each monthly newsletter we've been getting some great building articles from our members. I sure enjoy reading about the different projects, and I know that many of you do also. Thanks much!

Special thanks to *Up North* Jim Drickey for the many articles he has sent in for the newsletters. We sure enjoyed those, including Gumby. Jim has taken a break from model airplane building, and is now building electric guitars as well as political commentary.

See you at the field!

**Thanks!**

**~ Rick Miller**

### Next Meeting:

7:00PM Tuesday July 12, 2016

**Mead Field**



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**~ Please take time to send in your dues if you haven't already done so. Thanks for your Support. ~**

## Vice-President's Corner

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Time for another note for the newsletter. I haven't been getting much flying in lately.

Just to give everybody a heads up, I did start to load up the other day but had a little mishap. You all have probably had it happen to you if you haven't been flying long. I was putting my new Corsair foam electric in the truck to take it for its maiden and bumped the rudder on the truck and tore it loose. I won't tell you what I said, but just wanted to tell you all to be careful when loading up your planes.

Enjoy the good days and I'll see you at the field.

***Keep Building and Flying!***     *~ Rick Haneline*

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## Lake Mead May 12, 2016



## Treasurer's Report



As of May 1st we continue to receive paid up dues from members for the 2016 season. Thanks to all of you who have sent them in.

***Your Treasurer***                     *~ Dean Copeland*

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

# Out of the Past

Report by Tim Peters

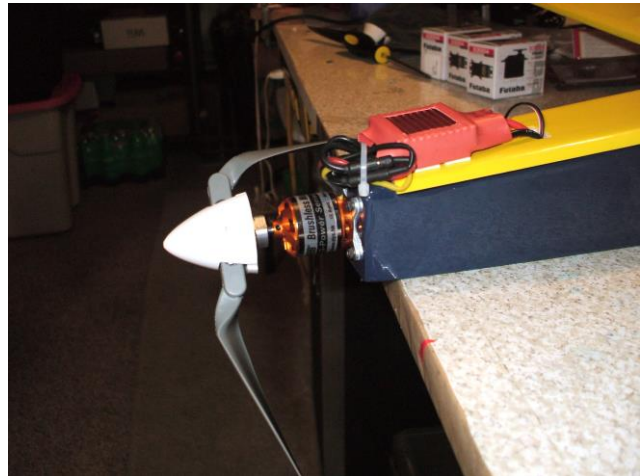


*"The story of the Phoenix is truly legendary. Phoenix is a supernatural creature, living for centuries. Once that time is over, it builds its own funeral pyre, and throws itself into the flames. As it dies, it is reborn anew, and rises from the ashes to live another 1000 years. "*

It's a little bit of a stretch, but let's use that as the introduction to my latest sailplane project. We're talking about my 30+ year old *Airtronics Olympic 99* sailplane here. Like the *Phoenix*, it has spent decades and survived several moves finally roosting in the rafters of my outdoor shed. In the 70's the *Airtronics Olympic 99* was THE sport sailplane to have. *Airtronics* was known for the quality of their kits and this model is no exception. I enjoyed many flights with the glider until I got out of the hobby for a few years.

In late 2015 I decided it was time to resurrect the *Olympic* and modernize it to use electric power. (*In the past, launching this sailplane required either a winch or a high-start setup.*) If you check the photos, you'll notice a dark spot inside the fuselage near the front. That's from a golf-ball size mud-dauber wasp nest that I had to remove from the fuselage in order to begin the overhaul. Considering the fuselage canopy was closed, the wasps had to access a very narrow opening between the servos in order build the nest! Anyway, check the photos.

I had to strip the covering from the wings and fuselage (*Monokote gets really brittle after this much time*), cut the nose block flush with the front former, relocate the flight servos to accommodate the 3S 2200 mAH lipo, and acquire a brushless out runner motor and 50 amp speed control. I left the motor exposed and have the speed controller mounted 'on the hood', with the intent of keeping them exposed to the breeze for cooling. With the lipo the model balances where it should. I am looking forward to having it 'rise from the ashes' soon!



# Slow Motion

Report by Loren Blinde



Yes, that's the name of an airplane. Designed by **Bill Evans** and published in the late '80's. One of the many variations of his *Simitar* flying wing design. A kit for the *Slow Motion 15* showed up on the **Col. Charles Lane** online auction a couple months ago, generally neglected in the bidding, and I picked it up for a song. Complete with a genuine 1990 receipt for the original purchase.

I had a bit of previous experience with an *Evans "Pole Star"* version some 20 years ago. A 50" flying wing with a hot .60 that was amazingly fast. Someone at the *Sky Knights* was heard to observe, "*It looks like a pheasant with its tail shot off*". Actually, it really does.

Anyway, the new kit went together quickly; powered by a black *E-Flite 25* electric motor and a blue 3A battery. I think it uses volts and maybe some watts too, not sure. Partially balsa sheeted white foam wing and a fuselage just a couple feet long. Covered with fluorescent green *UltraCote* that apparently shows up from a mile away.

I have been quite impressed by the design. Rock solid, no stall, fully aerobatic; equally at home 3 feet off the ground or 399 feet up in a thermal. The only catch is that this particular design was released as a tail dragger; far as I can tell, the only *Evans* design that wasn't a tricycle gear.

Which means the takeoff technique is apply power, stay on the rudder and wait for it to hit a bump on the runway or otherwise find a reason to fly. Tail dragger flying wings can't raise the tail, duh, I get it now. But once aloft, it's an absolute delight.

So much so that I've got a larger *Senior Slow Motion* nearly done. Trike gear and a .72 4-stroke. Should be fun. If you want to get a sense of the many *Simitar* variants, check out this site: <http://www.eurekaaircraft.com>



# Progress with the Lady

Report by Dave Kelly

Memphis Belle Anniversary  
25th Mission  
May 17, 1943



I had hoped to have the lady ready by end of May. But that will not happen. Hopefully by end of June though.

This particular model was built in *England* in approximately 2001. The builder (*professional modeler, for Hollywood productions*) produced 6 kits from molds that were originally used for RC airplanes in the filming of the movie "*Memphis Belle*" in 1998 or so. It has a fiberglass fuse, and built up wing and stabs.

When I was still flying corporate aircraft, and while visiting a field in *England*, I became aware that he had sold his personal model to an individual in *Sacramento CA.* and to the best of his knowledge it was the sole remaining airplane of the six kits he produced.

Fast forward to April of this year, a brother and myself hooked on to my *Toy Hauler* and brought the 1/6 scale *Belle*, from *Sacramento CA.*, to *Springfield NE.*, her new home. Hopefully she will make the circuit of RC fields in the *Midwest* for many years to come.

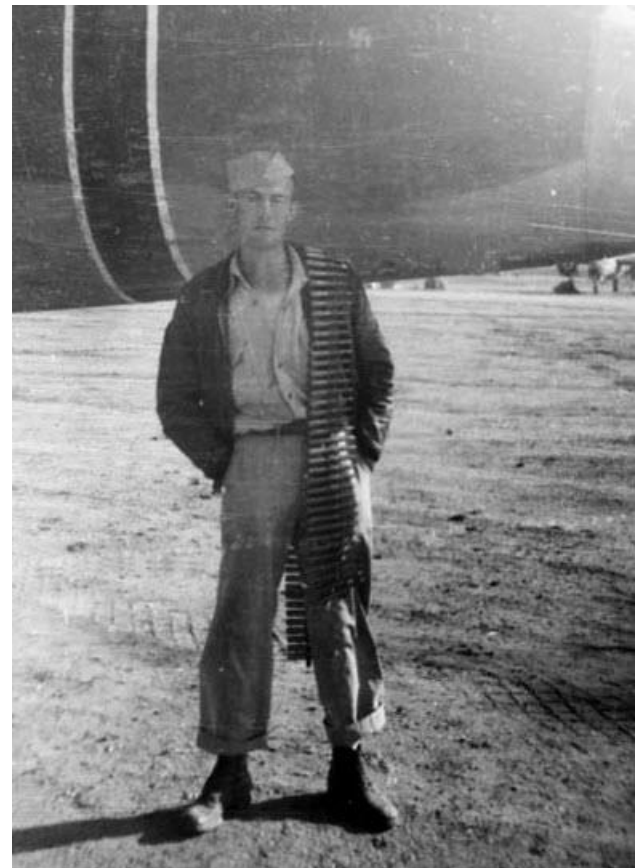


I am currently updating the electronics from PCM to 2.4. Jack with *Duralite Flight Systems*, <http://www.duraliteflightsystems.com/>, is helping me create a customized *Powerbox System* to cut down on the amount of wiring harness that makes its way back to the receiver(s). Each wing contains five servos, plus lighting leads and air lines for the gear, so a single lead from wing to a splitter in the fuse is all that will be required for an electronic connection for servos. Other systems of the aircraft will be updated as required during inspection(s). She is powered by four *Zenoah G45's*. Gear. Was hand made in the shop, as well as many items for the engine to keep everything inside the cowl.

Included in this report is a pic of her in my shop. Wing span is just under 18' and fuse is about 13'.

I have many scale additions I want to make, and will do so as I go along. Guns, markings, weathering etc.

The electronics and systems for the *Belle*, will serve me as great info for a 1/6 scale B26-B, that I am building. I plan on putting it into the colors of my fathers "*ride*". He served as a *Tail Gunner and Armorer*, on *Bucket 'O' Bolts II*, out of *Tunis, North Africa* flying on missions north over the *Mediterranean Sea*. In the one photo, look over his left shoulder on the tail of the aircraft. You can see his first victory marking. The belt on his shoulder holds 50 cal. ammo.



That's all for now, I'll update our newsletter as I make progress.

Dave Kelly

Cont. Page 6

Progress with the Lady Cont.



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~ May Old Timer and Glider Fun  
Fly 21st ~



# New Planes Seen at Field



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# Why Diesels Across Pond

*Editor's Note: Out of curiosity, Jud Bock contacted the editor of "Sticks & Tissue" in England with a question. Below is the e-mail exchange between the two of them.*

-----Original Message-----

From: Jud Bock  
Sent: Thursday, April 07, 2016 7:26 AM  
To: James Parry  
Subject: Re: Sticks and Tissue

Wow, James, that was very interesting and informative. I should have remembered that during the war, not much was available including fuel for glows. I totally agree with you about the sounds missed with electric, and I also miss the sounds of a nice running 4 cycle or the really cool sounds of a radial. Not many of those around because of the cost, but when one shows up, they are nice to hear. I injured my back a few years ago when a \*&^%\$ deer jumped out of a deep ditch right in front of me and my 2 wheeler, causing me to land in the hospital for a couple of days and a pinched nerve in my back. Bending over a model engine that is being stubborn and not starting was causing me problems, so I sold all of my glow and gas engines and converted all my stuff to electric. While the sounds of glows or gassies are missing, so is the back pain caused by bending over for extended periods. Now I just stick a circuit connector inn the side of the plane and go fly.

Again, thanks for the really detailed account of why diesels are popular in Great Brittan. I am going to send this to Nelson as it would make a nice article for the newsletter. He is always clamoring for articles and will like this one. Keep the shiny side up on your birds.

**Judson Bock**

-----Original Message-----

From: James Parry  
Sent: Thursday, April 07, 2016 3:52 AM  
To: [jdbockoldt75@wiaw.net](mailto:jdbockoldt75@wiaw.net)  
Subject: Sticks and Tissue

Jud

Thanks for your email and photo of the Cumulus. Why do we in UK prefer diesels? Ask 10 people and you'll probably get 10 different answers.

Briefly however as I understand and this is very general. In 1945 after the war UK was subject for many years to severe rationing things like bananas, sugar, oranges and really all what would be imported goods were just not available. Rations were amazingly small however in recent years the period 1939 - 1955 was the healthiest recorded no obesity, people were fit etc etc so not all bad.

Imports were non-existent thus US engines mainly glow were very difficult to acquire and very expensive, one source though was via US military personnel who had such engines. Of course items like glow fuel and plugs were a problem.

With personnel being de-mobbed, and many skilled engineers looking for employment, a very small handful took to making model engines for a short period in most cases. Most aeromodelling was free flight, gliders and rubber powered models however control line soon grew rapidly. With imported engines being for most totally out of the question and the small diesel engines being produced, fuel was easier to obtain, paraffin could be bought locally, ether available from chemists even 10 year olds could buy! Now 70 year olds cannot purchase from a chemist probably get arrested! Castor oil was again easy to get hold of as well as ignition improvers. One source of improvers were the new jets which used pure forms to start their engines gallons of the stuff each start. So post war small diesels became the norm with such as Mills and ED being the largest manufacturers although they were still expensive by today's standards with taxes being added e.g. purchase tax. Some glow engines were available.

Kids during this period would start aeromodelling building small rubber kits but soon wanted more and the allure of powered FF and CL had many saving for a year or two and buy a Mills 75 or ED Bee etc etc. More types became available. Problem being the smaller the diesel the more accurate settings have to be, well that's what I find, also you have to take into account, needle valve setting, ignition setting, type of fuel, type of prop, position of tank and even temperature in the open. Many a kid could not start the engines and would take to shop whereby the proprietor would clamp engine fill tank twiddle with compression and needle valve and within a few seconds the engine would be running properly. It takes a lot of practice to realize how to run a diesel usually getting the compression set being the first obstacle although this is really easy then when bursts into life adjust needle valve. Of course a good flick was also essential. Some would give up before that stage. Diesels were also able to bite most proficiently even now we end up with cuts and or bruised fingers and knuckles.

Now days small diesels are still popular for FF and larger for CL and quite a few of them 10 year olds Castor oil so long may there be a few are now 70+ year olds and have only now finally mastered starting a diesel not bad 60 years to learn!

By the late 50's glow engines were at last available and not over expensive and very easy to get running only the needle valve and plug to worry about.

The "temperamental" diesels still were important though even now with electric now all but having taken over aeromodelling there is the thrill of running a diesel in a model, nothing else quite makes the sound, the smell of ether, going home stinking of burnt diesels in use and glows.

Once you know how to start a diesel they are usually very easy and all you need at flying field is the model and can of fuel and being so economic on fuel not much of that.

Hope I haven't bored you

Regards **James Parry**





## ~ 2016 Western R/C Flyers Event Schedule ~

### **January 2016**

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

### **February 2016**

### **March 2016**

### **April 2016**

- **Tuesday April 5th** - *Club Meeting* 7pm, NRC, Natural Resources Center, 8901 S. 154<sup>th</sup> St.
- **Saturday, April 16th** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

### **May 2016**

- **Saturday, May 21st** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.
- **Saturday, May 28th** - *Scale Fun Fly and Swap Meet* at Mead Field starting 9am.

### **June 2016**

- **Saturday, Jun 18th** - *Annual Spring Club Fun Fly* at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 25th** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

### **July 2016**

- **Tuesday, July 12th** - *Club Quarterly Meeting* 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 10th** - *Western Flyers Open House Fun Fly*. Starts at 9:00am with flying until dark.
- **Saturday, Jul 16th** - *Old-Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

### **August 2016**

- **Saturday, Aug 20th** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.
- **Saturday, Aug 27th** - *Bud Hall Large Aircraft Fun Fly*. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch and flying. Rain date Aug 28th.

### **September 2016**

- **Tuesday, TBD** - *Club Meeting* 7pm, MEAD FIELD - bring a plane, open flying.
- **Saturday, Sep 17th** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

### **October 2016**

- **Tuesday, TBD** - *Club Meeting* 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.
- **Saturday, Oct 15th** - *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

### **November 2016**

### **December 2016**



## Western R/C Flyers Inc. 2016 Membership Application

Please print clearly!

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

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

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

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

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

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

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

**2016 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