



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

May 2018 Issue

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A Word from the President



How about this weather that we've been getting lately? If you are like me, you're getting the itch to be out at the field flying. Are your building projects done?

Note that our club no longer maintains its own website. Refer to **Keith Paskewitz** Metro RC website (<http://www.metrorcflying.com>) for current and back issues of *Tailspin* as well as club's schedule of events which will be listed on his calendar.

Your club dues can be sent in anytime now. Please send them into **Dean Copeland**, address at bottom of newsletter. Include your return postal address, your AMA number, good phone number, and a current e-mail address. Dean will send you the 2018 club membership card by postal mail.

See you at the Field!

- Rick Miller

CAUTION – Unless you really need to be challenged by these winds we are getting this week; please do not use Mead Field until after Wednesday. The WF Grounds Crew fertilized the runway Monday morning. Ideally we need to stay off it for 48 hours. Thanks!

Next Meeting: TBD



Vice-President's Corner



Got out a couple of times with electrics but haven't had many other chances. Just about finished with my girls' cabinets so it's time to get some flying in. I'm going to try to send Nelson a picture (*see page 4*) so you know why you should take the prop off when working on an electric plane. Be safe and I'll see you at the field.

I better send this to Nelson so he can get it in the newsletter he wants to send out on May 1st.

Go out and Fly!

- Rick Haneline

Treasurer's Report



No question about how flying has been going, the X#@& weather has not been friendly to us toy airplane pilots to say the least.

On the good side we have to date 43 paid up members for 2018, it's not too late to take care of your membership, just send the correct amount to me, your treasurer, and in turn you will receive a beautiful 2018 membership card.

I am in the process of getting ready to head for Florida for the 2018 TopGun event, however practice has been nonexistent. As you all know that is very important if you want to look good. So with that said, I will just be going to have fun and reacquaint with all the great friends I have made over the last 12 years that I have been invited to fly in this event.

Hope you all are ready to fly as the weather will get better!!!!

Your Treasurer ~ Dean Copeland



Mead Field Weather Station

By Nelson Carpenter



Bet you didn't know that almost instant reporting of weather conditions at our field can be seen from wherever you are on your computer or phone. Loren Blinde made us aware of this being available through *Weather Underground* from a weather station that the university's ARDC Farm/Facility Shop has installed. The URL address is:

<https://www.wunderground.com/personal-weather-station/dashboard?ID=KNEMEAD2>

Current Conditions Station reported 5 seconds ago

83.5 °F

Feels Like 82.8 °F



Wind from S
Gusts 39.0 mph

| | | | |
|---------------|----------|----------------|----|
| Dew Point: | 57 °F | UV: | 5 |
| Humidity: | 40% | Solar: | -- |
| Precip Rate: | 0 in/hr | Soil Moisture: | -- |
| Precip Accum: | 0.00 in | Soil Temp: | -- |
| Pressure: | 29.61 in | Leaf Wetness: | -- |

6:24 AM 8:22 PM

Full | 99% Illuminated

~ *Dues 2018 ~

*Your application for membership or member dues may be mailed to:

Dean Copeland, Treasurer
15668 Fountain Hills Dr.
Omaha 68118

NOTE: Please include your postal mailing address when sending in dues. Also your phone number and current e-mail address.

- SCREEN SHOT displays data reported 5:15pm April 30, 2018.



Round the Skunkworks

By Tim Peters



I purchased a *Balsa USA Laker* airplane at the *Lincoln SkyKnights* auction earlier in 2018. It is mostly built, but the airplane needs the usual sanding/covering/installation.

Old enough to know better..... I was in the process of removing some balsa blocks to expose the engine mounting blind nuts as I wanted to use a larger motor. So I'm digging away at the glue seam with my X-Acto knife, always remembering how important it is to cut in a direction "*away from yourself*" with this sharp instrument. However, at one point it just wasn't convenient to abide by that...and besides that...I'm smart enough not to cut myself with this very sharp knife....



You can guess the rest of the story. The knife slipped and dug about a 1-inch cut into my forearm. It was deep, but didn't bleed much...at the time. So I cleaned it up and used a couple of band aids to close up the cut. My wife was out of town, so there was no one to give me grief about my foolishness.



safety.

A couple of days later my arm was pretty swollen, bruised, and sore. I relented and made a trip to the local '*minor medical*' clinic. Two prescriptions and a tetanus shot later I'm on the path to recovery...having had a '*refresher course*' in knife

Be careful with sharp objects!

When I arrive at the field, I usually make the rounds to see everybody. This gives everyone the illusion of me being friendly, but the reality is that I want to see what everybody brought to fly. That tells me whether I have once again been outgunned and should leave my raggedy collection of stuff in the vehicle. ☺



Speaking of '*meet and greet*', we've got some new faces in WRCF. **Dave Kumm** is from Fremont, **Ken Peterson** works in the "*Mead Area*", and **Tim Ryan** is from Bennington, NE. These fellows are all capable R/C pilots and are a great addition to the club. My badgering of **Rick Sessions** (Omaha) has paid off as he is now a WRCF member as well as being President of the *Omahawks* club. If I missed anyone—let us know and call me out! Welcome to all the new members.



GOOD LUCK TOP GUNNERS!!!!

BACK ISSUES TAILSPIN:

http://www.metrorcflying.com/metro_newsletters.htm



- As seen in this photo taken on April 24th, the field is in good condition. Fertilizer has since been applied. Now just a matter of getting some decent rain and more warm weather to have a good stand of green grass.

ON THE ROAD TO TOP GUN

By Dave Kelly



When I retired 3 1/2 years ago someone asked me "what are you going to do"? My reply was "well..... See a lot more of my wife and family, and touch base more often with friends and hobbies." I kept that promise to myself. I'm so busy now I have no idea how I had time to work.

As the title says, several of us in our local RC community is on the way to *Top Gun 2018*. Our local area has so much talent it's incredible. **Jack Wilhelmi** has built an incredible *Gilmore Red Lion*.



Moki 250 power and is absolutely the epitome of craftsmanship

at its finest. **Dean Copeland** has a new jet. That looks awesome as well. **Frank Trouba**, **Bud Kilnowski**,



Doctor Mike, **Jim Henley**, **Pete Rosas** and myself also went through the

Memphis Belle and improve it for a team entry as well.



My purpose here is to not only make our area aware of

the incredible amount of talent we have in the area, I am also humbled at the amount of support all those people have sent my way. **Jim Henley** has been in on support from spending days of engine runs, tuning, repairing and improving systems.

Dean Copeland mechanical skills are remarkable. He was key to getting the gear on *Belle* back up to par. **Jack Wilhelmi**, **Bud Kilnowski**, and **Frank Trouba** made improvements to the radio installation. Jack also is a key person in putting me in touch with so many people in our business community to either get 3D printing done, or welding accomplished on the gear. He also did on-line research and got materials and parts shipped into town to keep repairs moving forward. **Pete Rosas** hand making worn parts for the landing gear on short notice.

So many of the *Top Gun* entries make such a big deal about the support from manufacturers they received, and that's all well and good.

But I want to thank my friends here for all the help on the *Memphis Belle* overhaul. Without them, I would not be going. Truly from the bottom of my heart I say a huge "Thank You". You are awesome, and I am truly humbled by your skills, efforts, and friendship.

Dave Kelly

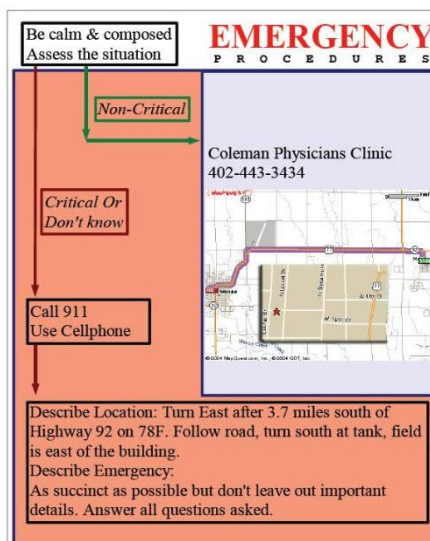


Photo courtesy of Rick Haneline.....

Western R/C
Flyers

Spy Plane Flight Mead Field

By Nelson Carpenter



If you were wanting to join the fun on the 3rd Saturday of the months during flying season, you would need to have either an old timer or a glider. Larry Inness wanted in, so went back to his airplane factory and built from scratch a large scale Lockheed U-2 spy plane. Only his without ducted fan or anything for power. His finished U-2 became a powerless glider to be towed by Loren Blinde's 50cc tow plane.

The U-2 is almost twice as tall as Larry (6' 6") with it standing on one wingtip. It has a wingspan of 130 inches and weighs 5.6 lbs. Provisions were made for later installation of a ducted fan engine if desired.



But Larry is having too much fun with this glider-thing. Especially the tow to altitude by a very fast 50cc tow plane. Powering his "glider" will not happen in the near future.

Here is a collection of photos taken during the three maiden flights. Also, I put together a 6 min. video on YouTube at:

https://www.youtube.com/watch?v=CkM8O_15KIM



Western R/C
Flyers

EDITOR'S NOTE: The final chapter of Jud's adventure in his then newly purchased Ercoupe several decades ago never made it to press. So I managed to get it from him and into this month's newsletter. His last installment can be found in the November 2017 issue of Tailspin at:

http://www.metrocflflying.com/images/w_nov17.pdf



“Ercoupe Remembrance”

Chapter 3 (Final)

By Jud Bock



At this point in my flight, with the deteriorating gas situation, lost sectional map, and the low ceiling; I was beginning to panic. I was also concerned that I still hadn't seen the towns I was supposed to have flown over. I determined by this time,

I must have missed seeing a turn in the highway I was following, and was off course. I knew that eventually I would have to fly over something, when lo and behold; suddenly as if my thoughts had willed it, a town appeared below me.

My next thought was, did they have an airport or not, and if so, where was it. I circled the town and determined it to be big enough to have a small airport, but couldn't determine from my automobile map what the name of the town was. I kept circling lower and lower and flew very low right over main street, trying to spot some indication as to what the name of the town was, when I flew over what appeared to be a lumberyard and painted in large white letters on the roof was the glorious word, “Berlin”. I knew I was lost, but also knew I was still in this country.

So, I quickly grabbed my car map and sure enough, there was the town, “Berlin WS” and it had a wonderful little airplane stamped on the map north of town. I started circling on the north edge and sure enough, there was a small grass strip and a windsock. As noted before, it had been raining heavily for about 12 hours, so I was concerned about the unpaved surface, but I quickly

dismissed that when glancing at my gas gauge again which read less than one forth tank remaining.

The wind was calm, so I lined up over the grassiest part of the field I could see, and cut throttle on final and glided in. I fully expected to sink in to the axle in mud, but to my surprise, the surface was firm and the landing was uneventful.

I taxied up to a little shack and gas pump, cut the engine and got out. I started walking towards the line shack, when suddenly a large unhappy dog came rushing at me growling menacingly and I was in a full run mode the other way, when the dog stopped running suddenly as it had come to the end of a large chain. I could see that there was nobody in the line shack, so I started walking towards a house at the side of the runway that seemed to be inhabited. I knocked and a young man came to the door and identified himself as the Airport Manager. I told him I needed gas, and he came out and filled me up. I inquired how far Oshkosh was and he told it was only about 18 miles away. I couldn't believe, after all of my flying troubles, I had only flown about 60 miles from where I had started.

So, I settled up with him and with the caps turned into the wind and functioning as they were supposed to, I took off and 30 minutes later contacted the control tower at Oshkosh and landed. I found a café at the airport and decided to have lunch and assess my situation. By this time, it was almost 2:00 P.M. and I was wondering whether to continue on or call it quits for the trying day so far. I checked the weather at the airport and it was clear 100 miles to the west. I wanted to get home and knew my partners, their wives and my wife would all be waiting and I hated to disappoint them. If everything went well from here on, I should get to Omaha about 8:00 and it would still be light. After discussing this with myself, I decided to push on, so I topped off and took off once more.

By now, the ceiling was about 3500 ft., so I was back to normal straight line flying instead of following curving roads and making no time. My route pretty much paralleled the interstate, so navigation was easy. However, I noticed that the wind had come up and my ground speed had slowed considerably. I determined this when I saw the cars on the interstate were moving just a little slower than I was flying, so I figured my ground speed had slowed to about 80 MPH. This told me that I would be arriving at Flight land airport in the dark. I flew on for about three hours and was nearing the Iowa border and decided to land and gas up for the final leg. After landing and fueling, I called my wife, Mona, and told her I was going to arrive late and for her to contact the other

Continued Page 7

Ercoupe Remembrance Cont.

partners and tell them. I estimated I would touch down about 8:30 P.M., and told her not to worry as everything was under control, (yeah, right!) So I took off and headed again westward towards my final destination.

As I approached Des Moines, the time had taken far longer than I had estimated and it was almost 8:00. The headwind was still blowing and I still had 160 miles left to go and the sun was about halfway below the horizon. I knew I could navigate in the dark because it was just follow the interstate to Omaha, which I did. By the time I reached the NE border, it was pitch dark, and I had a little trouble finding Flight land, but finally spotted the rotating beacon.

I circled the field and saw the welcoming committee cars and the people standing next to the runway. "Well Jud", I told myself, "I guess now is as good a time as ever to practice your first night landing", and I switched on the landing lights and lined up for final. The wind had died down and was not a factor, and I was pleasantly surprised that the 1946 vintage aircraft had such great lights. I am sure that they had been upgraded sometime along the line, but they really did light up the runway well.

I made a good landing if I say so myself, and taxied up to the waiting crowd. I got out of the plane, one happy but very tired pilot, and first kissed the ground and then kissed the wife. After greeting all of the folks and my partners, we put the plane away into its new home.

Larry Quigley and **Dick Ross**, my partners, would soon learn to fly in "99 Hotel" and a lot of fun flying was had by all till the partnership was dissolved, but this writer had never forgotten the first cross country in the old "N2988H Ercoupe."

(THANKS FOR A GREAT STORY JUD! WE ALL ENJOYED READING IT AND GLAD YOU MADE IT TO BE FLYING WITH US AT MEAD TODAY! NELSON)



Trip 13 to Top Gun

By Nelson Carpenter

Our fellow club member, **Dean Copeland**, will be making his 13th annual trip to Top Gun 2018 in Florida. This is a prestigious event that one gets to participate by invitation only. I asked Dean for some information on the aircraft he will be taking this year. It follows.



These are pictures of my plane, an L-39 Albatross, prior to test flight, taking off, and flying. It is the exact same plane that I flew last year (lost it in the third round last year due to a dumb mistake.)



I hope not to make the same mistake this year. It has a 75" wingspan, 94" in length, with a weight of 35 lbs. empty. The takeoff weight is 47 lbs. It has flaps, retracts with gear doors, speed brakes, wheel brakes, nav lights and landing lights. The turbine has 32 lbs. of thrust and a VNE of 170 mph.



I leave Sunday April 29th, competition is May 2nd thru May 6th. Will get some practice in on Tuesday May 1st soon after I get down there. I will try to get some pictures for the next newsletter.

Thanks, Dean

Western R/C Flyers

April Flying at Mead



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April Flying at Mead Cont.



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April Flying at Mead Cont.



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April Flying at Mead Cont.



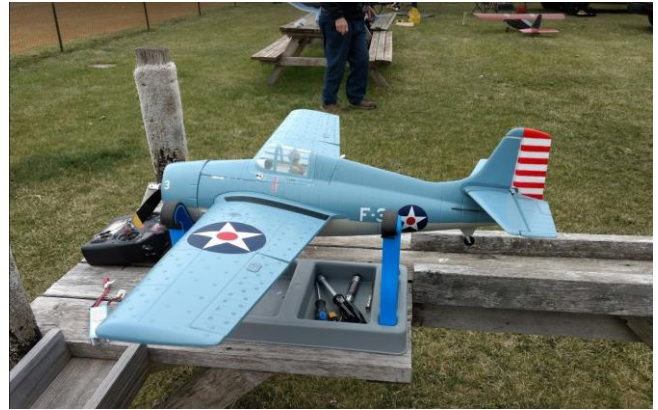
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April Flying at Mead Cont.



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April Flying at Mead Cont.



*Western R/C
Flyers*



~ 2018 Western R/C Flyers Event Schedule ~

Schedule for 2018 club events to be set and posted within **Metro Area RC Flying** website calendar. Our dates will be provided to Keith who maintains that website.
http://www.metrorcflying.com/metro_schedule.htm



Western R/C Flyers Inc. 2018 Membership Application

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ Dues Paid: \$ _____

2018 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 (new applicants only) and send with check to WRCF Treasurer:

Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118