



OMAHA, NEBRASKA
AMA 857

TAILSPIN NEWSLETTER MAY 2021

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A Word from the President



(No Report at this time.)

Let's go fly!

- Rick Miller



Treasurer's Report



Membership renewals are still trickling in. Dave Kumm from Elkhorn has rejoined the club along with Curly Roy from Lincoln. Both have been members in the past. Membership count stands at 42 as of 4/15/21.

Only other activity has been fuel for the mowers and repair materials for some of the benches. Thanks goes to Loren Blinde for taking care of the bench repairs. Dean Howard continues to pay his dues as a club supporter, and we thank him for that. Happy flying to all.

Happy Landings

- Dean Copeland

Vice-President's Corner



Don't read this! It will likely be too long, too short, too descriptive, not descriptive enough, or just plain wrong... I have been guilty of all of these things in the last few months. OK...you've been warned.

Construction on my 50-year-old *Astro Flite ASW-17* sailplane kit is underway. One of the wings (5.5' each span for a total of 11') is nearly complete. You will be encouraged to know that I have not glued any body parts to the plans....at least not any necessary ones. I included a picture of the wing construction. The servo lead you see is for the Hobby King spoiler unit, one in each wing. In other news, my Sig 'Astro Hog' did not do well as a tail-dragger. It was a little nose heavy and my take-off attempts resulted in propeller damage, i.e., my 11/7 composite prop is now a 10/7. I took Bud Mitchell's advice and changed to a trike gear configuration.

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Vice-President's Corner Cont.



I was at Mead in early April and things look ok. Several of the guys have been checking things out and doing minor repairs. A window on the storage building needed some redoing; thanks to Larry, Bernie, Jack, Nelson, and Mike for their efforts on this. Loren has re-planked one of the benches. It is now a sturdy location for sitting and mocking the flying skills of your fellow members. Thanks for that.

A non-flying activity to be aware of: the *Fremont Flyers* are having their sale on June 5. But don't forget our club's May 15th fun fly for *WWI and Golden Age* aircraft.

So, what are you up to???? Some of the best flying days are upon us. Get your stuff ready—I'll see you at the field.

Come out and fly!

~ Tim Peters

APRIL 2021 Meeting Notes



A Western R/C Flyers meeting was held online Thursday, April 15th via Zoom, with 7 members in attendance. Vice president, Tim Peters called the meeting to order a little after 7 pm.

Old Business:

Nelson Carpenter expressed concern with serving food and drinks at our WWI & Golden Age Fun Fly event in May, due to the recent resurgence in Covid-19 cases. All present agreed to forgo serving food at that event, and to play it by ear for subsequent events. Tim Peters proposed we only have pop & water available, and request that attendees bring their own

lunches. It was decided that all fun fly participants need to bring their own food & drinks. Tim also said that we should make the event free, since no food or drink will be provided by the club, and all present agreed. Nelson said he would send out a revised flyer, and has done so as of this writing.

Tim Peters asked if there were any concerns regarding the other three scheduled club events for 2021, and no one present expressed any concerns. Tim then asked if the Bud Hall event in August would be an AMA sanctioned event. No one present knows if it was sanctioned yet, and the decision would be discussed and decided offline. The decision needs to be made within a month or so to get it listed in the AMA magazine.

Event/Date/Coordinator

- **WWI & Golden Age Fun Fly**
May 15th Nelson Carpenter
- **Spring Fun Fly**
June 19th Mike Lawver
- **Old Timers & Gliders Fun Fly**
July 17th Tim Peters & Loren Blinde
- **Bud Hall Giant Scale Memorial Fun Fly**
August 21st Rick Miller & Tim Peters

Loren Blinde said the field has been mowed twice so far this season. Loren also said Mike Lawver had done a good job repairing the windows in our shed that were falling apart. The treated lumber used in the repair will require time to dry out before we can paint it. Loren also said the safety fence has had temporary repairs made and looks to be in decent shape for the time being. Loren also said he would wait for the pandemic to be under control before having a crew of volunteers out to the field to make more permanent repairs to the safety fence. Loren also looked into a less expensive alternative for our Porta Potty rental, but found our current vendor was the best deal available.

Cont. page 3



Meeting Notes Cont.

New Business:

The Steve Jordan estate sale was due to be held at the CB field on April 24th.

The 2nd Annual Fremont Flyer Swap Meet is scheduled for Saturday, June 6th at their field north of Fremont.

The WRCF Swap Meet will be held in conjunction with the Fun Fly scheduled for June 19th.

Tim Peters said there was a good article bout club member, Larry Inness in the latest AMA news concerning District 9.

Tim Peters said he was considering buying a nice used grill for the field, but decided against it when concerns of vandalism and theft were voiced by others.

Tim Peters opened up the meeting to discuss current build projects about 8:40 pm.

Wheels Up!

~ Tim Ryan

Note: CDC and State guidelines will be followed.

* Event subject to revision or cancellation based on Covid conditions at the time.

		 9 Knots 16 Km 10 mph 4,5 m/s
		 12 Knots 22 Km 14 mph 6 m/s
 3 Knots 5,5 Km 3,5 mph 1,5 m/s	 6 knots 11 Km 7 mph 3 m/s	 15 Khots 28 Km 17 mph 7,8 m/s



WESTERN RC FLYERS MEMBERS CURRENT APRIL 2021

	2021 Members		AMA
1	Jim	Hoff Jr.	858014
2	Mike	Vlcek	101775
3	Marvin	Goldberg	6768
4	Jim	Drawbaugh	
5	Rick	Sessions	105968
6	Brian	Peterson	112922
7	Tim	Peters	41409
8	Loren	Blinde	91210
9	Tim	Ryan	1151475
10	Tom	Wild	129512
11	Larry	Inness	883391
12	Jeff	Jacobs	422320
13	David	Reiber	281
14	Doug	Clemetson	1079758
15	Dean	Copeland	700148
16	Larry	Woscyna	1061039
17	Jack	Barry	741022
18	Dennis	Bender	916241
19	Skip	Brown	90624
20	Jud	Bock	558416
21	Earl	Pollard	865026
22	Richard	Jonas	997091
23	Jim	Henley	816592
24	Don	Pieken	491585
25	Bud	Kilnoski	
26	Nelson	Carpenter	5730
27	Frank	Trouba	54712

	2021 Members		AMA
28	Harold	Walsh II	716337
29	Jacob	Brown	596446
30	Jack	Wilhelmi	
31	Tom	Floyd	130852
32	Steve	Rasmussen	1086761
33	Michael	Watson	794778
34	Rick	Haineline	445993
35	Rene	Mayo	1038588
36	Bud	Mitchell	747892
37	Mike	Lawver	1010979
38	Dave	Kumm	1080862
39	Scott	Kuhn	509990
40	Dean	Howard	NA
41	Bernie	Baker	928732
42	Curly	Roy	313239
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Source: Dean Copeland, Treasurer



SEE YOU AT THE WWI & GOLDEN AGE!



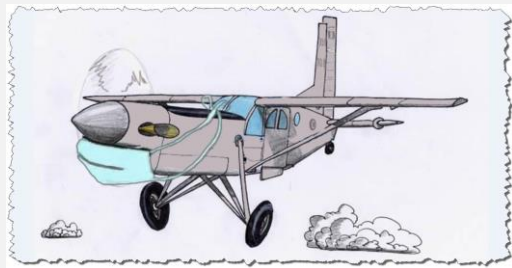
Mead Field Weather Station

Weather conditions reported by Weather Underground. Station is installed at ARDC Farm/Facility Shop adjacent to field.

<https://www.wunderground.com/dashboard/pws/KNEMEAD2>



Promoting the Hobby Circa 1930s



GET VACCINATED.....



Western R/C Flyers
 AMA OMAHA NEBRASKA AMA 857

FUN FLY

+ Swap Meet

Saturday June 19th
 MEAD FIELD

Everyone Welcomed! \$5 Landing Fee! Lunch and Pop Provided*

CDC Guidelines Followed Non-flyers & Guests Lunch \$5

Any airplane – Large, Small, Non-scale, Scale, Gas, glow, electric, or no power.

AMA Required to Fly - Wide Open Space – Large Runway – Easy access Pits
 Coordinator: Mike Lawver contact MikeLawver@charter.net

* Event subject to revision or cancellation based on Covid conditions at the time.

Western R/C Flyers
 AMA OMAHA NEBRASKA AMA 857

FUN FLY

Old Timers & Gliders

Saturday July 17th
 Mead Field

LANDING FEE \$5.00
 LUNCH PROVIDED

Visitors/Guests Lunch \$5.00

NOTE: CDC and State Guidelines to be followed.

Loren Blinde: lblinde@neb.rr.com Tim Peters: tpetersrc@gmail.com
 AMA Required to Fly - Wide Open Space - Large Runway - Easy Access to Pits

* Event subject to revision or cancellation based on Covid conditions at the time.

Vern's Cub - the Back Story

By Jim Henley



I met Vern Booth when we purchased a house next to his family in Phoenix back in the 1970s. Our families maintained close contact over the years, even after we relocated to St. Louis and then Omaha.

Vern always wanted to fly "RC" but never seemed to find the time, except when they were here in Omaha, or we were there in Phoenix.

I think it was about 2015 when Vern (*who loved Piper Cubs*) purchased this Great Planes A.R.F. Sometime later Vern and his wife made a trip to see us and brought the Cub along. While they were here, he and I put it together. It was not quite ready to fly when they left Omaha for Phoenix. So, I kept the plane and finished it, taking it back to Phoenix the next year when we went to visit them.

By that time Vern's health was failing and the plane sat at their house un-flown. Vern passed in October 2019 and when we went out to see his widow, she asked me to take the Cub home with us.

At the end of last season, I made a bad approach while landing and damaged the plane's fuselage and wing pretty heavily. I thought that it was a total. Due to not being able to source any parts, but after looking at it long and hard, I decided to try and repair it for sentimental reasons. It took some fabrication of a firewall and wind screen, along with several ribs and cowl re-glassing, but it has been repaired. Just waiting for a good day to re- maiden it.



Aviation Weather Forecast at Wahoo Municipal Airport, Nebraska

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

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55% Lazy Ace

By Tom Wild



Photo by Rene Mayo



I don't recall when I started my scratch build 55% *Lazy Ace*, but this winter was a good time to finish it. Using the original 100% *Lazy Ace* plans as a guide, I drew up my own plans.

The goal was to make it electric, light and to use as much material I have laying around in the basement. I didn't want to make a battery hatch or remove the wing to install the battery, so I put hole in the firewall under the motor for battery access. The cowl was made by covering a shaped piece of Styrofoam with fiberglass and sanding until smooth. It took a few coats. I used an *Eflite Park 480 910Kv* motor and 10x5 prop.



The first flight on Dec 24th was uneventful, with little need for trim adjustments and a comfortable flight speed at 1/2 throttle. It weighs in at 42 1/2 ounces with battery and FAA sticker.

GETTING TO MEAD FIELD



FROM NORTH:



FROM SOUTH (try enlarging):



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CESSNA SKYMASTER

By Mike Crosby



This is my 1/4 scale Wendell Hostetler 336 *Skymaster*. The wingspan is 130 inches. It has a 70cc twin in front 35cc in the back. Weight is 49 lbs. with 60 oz. of fuel. It is covered with *Stits* lite. It's built off of a modified set of Bill Effingner plans. The entire aircraft was painted with poly tone paint from *F&M Enterprise*.

Down here in the *Columbia, Missouri* area, I fly this plane every chance I get! It's a great flying airplane.







33rd Annual Bud Hall

Large RC Airplane Fun Fly**

- Required Min. 80" Mono - 60" Multi-Wing - or true 1/4 Scale -

Mead Field* Saturday Aug 21st

Landing Fee \$5.00 includes lunch
Non-flyers & Guests Lunch \$5.00



Bud Hall circa 1985

AMA Required to Fly - Wide Open Space - Large Runway - Easy access Pits
* Located 3.7 miles S. of Mead from Sinclair station on Hwy 92. Watch for signs at field entrance. **Non-scale airplanes allowed.

* Event subject to revision or cancellation based on Covid conditions at the time.

SEND ME A PHOTO OF YOUR LATEST, OR OLDEST, AIRPLANE. A ONE LINE DESCRIPTION IS ALL YOU NEED IF NOT WANTING TO SAY A LOT ABOUT IT. I WOULD LIKE TO RUN THESE IN THE NEWSLETTERS. THANKS, NELSON



HelioMaster

By Nelson Carpenter



So, the *Senior Telemaster* was renamed for the reason that I built it to resemble a *STOL Helio Courier*. That involved reshaping the vertical stab and rudder, as well as adding flaps. Following the *Archangel* build; this one was started in January and completed early April.



Although the *Senior Telemaster* is notorious as a "floater" with its flat bottom airfoil, I decided it should have *Fowler* flaps that take up 60% of the wingspan. Remainder of wing in ailerons.



The *HelioMaster* has a 96-inch wingspan and weighs 10 lbs. 2 oz. with the *Saito .91* and the 5.5" rubber *Tundra* tires. It has pull-pull tailwheel which separates it from the removable tail assembly. Eight servos total.

I used *Hobby King* covering in *Silver* and *Grass Green*. It irons on and shrinks very good, and I like this covering. It is inexpensive at \$14 for 5m roll. Lettering created at "<https://www.Doityourselflettering.com>"



Maiden Flight Photos by Rene Mayo

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Bucker 133 Jungmeister Half Scale – Part Five

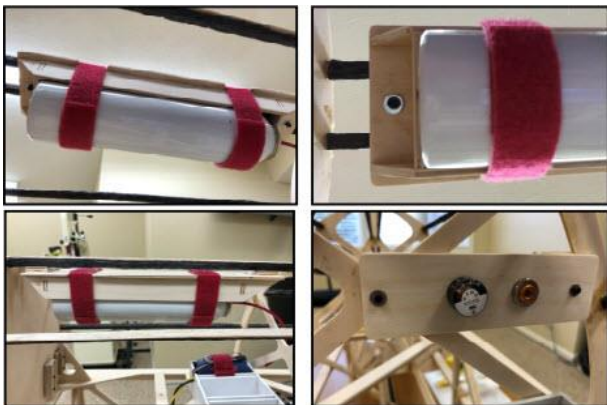
By Jack Wilhelmi



Below is a picture of the “Luggage Compartment” on the full size Jungmeister hangered in Longmont, Colorado owned and flown by a retired United Airline pilot. I am hopeful to spend a day in June with this full size Jungmeister and my camera. No better way to really get the “feel” of an airplane.



I included this photo as this luggage compartment is the obvious location in the half scale Jungmeister for all of the electronics. I actually owe Jim Henley the credit for the idea as I had originally planned to use the area under the seat for the electronics but when he and I were discussing hinges that he had used on the Waco for the luggage compartment door he asked why not put the electronics in this scale compartment. That clearly was a “duh” moment. So this month’s report will cover all the systems installed in the luggage compartment and the construction of the engine module which includes the engine black box, throttle and choke servos and the ignition switch. The photos below show the installation of the air tank and fill panel installed in the luggage compartment. The hex opening has since been recut so the gauge sits plumb in the panel. The air tank is mounted in the top of the compartment, out of the way but accessible.



I have always thought and built believing that you need access to anything that moves or is dynamic. You will note that this report and all of the others have always stressed access. The simpler the access and the bigger are the key access. The simpler the access and the bigger are the key words. The access door to this compartment is 6.75 inches high by 7.75 inches in average width (170 mm x 195 mm), hinged with a latch, large and simple access as well. Much better than removing a pilot, seat back and seat bottom.

The battery requirements are as follows:

Two LiFE, 9.9-volt, 3 cell, 2500 mAh batteries will be used for the receivers and servos.

One LiFE 6.6volt, 2cell, 2500 mAh battery will be used for the ignition. One LiFE 6.6volt, 2cell, 2500 mAh battery will be used for the fuel and smoke pumps.

The batteries will be housed in the luggage compartment. I am sure that additional tail weight will be needed so having the batteries 750 mm behind the center of gravity will help that situation.

The photos below show the battery rack located in the rear of the luggage compartment.



The top two photos show the empty battery rack constructed of 3 mm plywood with tab and slot construction. The bottom left shows the battery rack installed with two bolts in the front and alignment/hold down blocks in the rear. The bottom right photo shows one two cell battery installed. Each battery has foam on three sides and an individual Velcro strap. The middle two bays will house the three cell batteries and the outer two bays the two cell batteries.

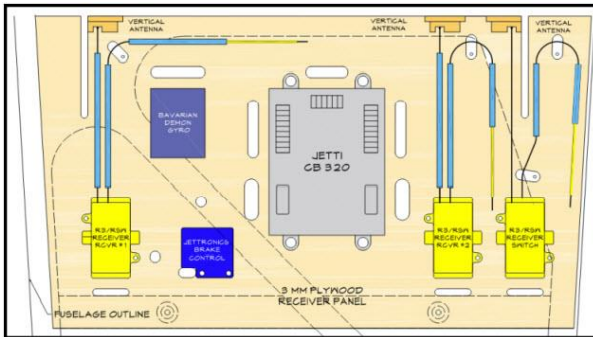
The three cell batteries will have power leads long enough to connect directly to the power box. The two cell batteries will connect to heavy gauge extensions to connect to the pumps and ignition in the nose of the airplane with Futaba style plugs and locks.

Cont. Page 9

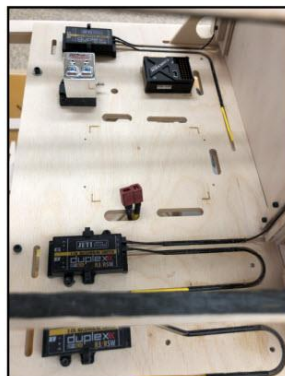
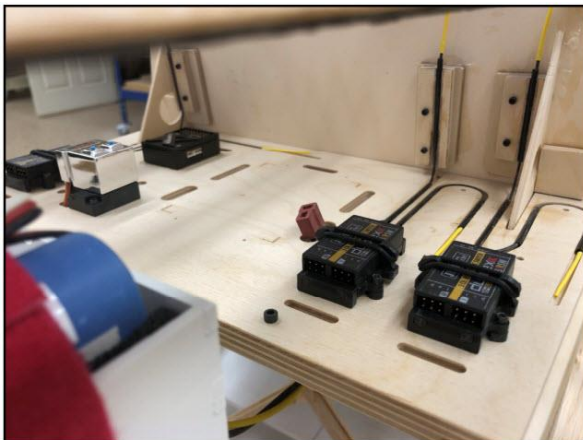
Bucker 133 Cont.

After much discussion with Steve Anthony (great expert and friend) who owns NoBS Batteries and sells A123 LiFE batteries it was decided to take the batteries to the charger rather than extending the charge connections. Much simpler since only two bolts and four plugs to remove the battery rack. The power is controlled by the third receiver and the central box. Battery box is unplugged at the end of the day.

You may recall the cad drawing of the receiver panel in part 4 of this report. The relocation to the luggage rack of the panel required a new cad drawing which is shown below.



The photos below show the actual redesigned receiver panel. The open space in the middle is reserved for the Jetti CB320 Central Power Box scheduled to release this year.



Highlights shown in the photos above.

All of the black tubes enclosing the antenna leads are thin plastic straws embedded in the grooves cut into the panel.

The vertical antenna tubes are removable for installation to avoid kinking the antenna leads.

The panel is secured with two bolts in the front and hold down blocks in the rear.

The panel is assembled outside of the airplane including wiring between components.

The panel is constructed of 3 mm Baltic Birch plywood. All machining done with a CNC router.

The photos below show the actual redesigned receiver panel. The open space in the middle is reserved for the Jetti CB320 Central Power Box scheduled to release this year. The final segment of this report will describe the design, fabrication and installation of the Moki 400 engine mount including the throttle and choke servos, the ignition box and the ignition switch.

The airplane was laid out with a Moki 250 so the installation of the Moki 400 required moving the nose ring back 30 mm.

Our goals for the design of the engine installation are:

1. Access to all components.
2. Easy access to module mounting bolts.
3. 1.5 degrees of right and down thrust.
4. Installation and removal by one person possible. Aligning and inserting mounting bolts with one hand and holding a 20 pound plus engine in the other is not easy nor safe.
5. Coordination of all bolt locations with existing structure.
6. Minimum number of connections for fuel and electrical.
7. All components mounted on the engine module.

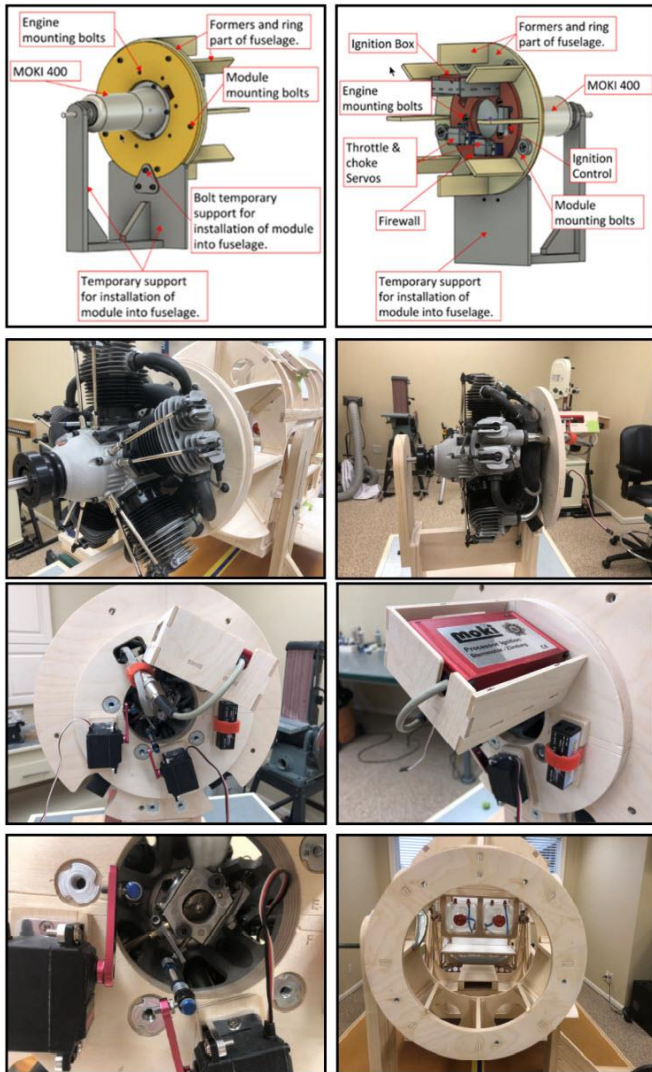
All of these goals resulted in the design and fabrication of what we will call the "Engine Module" or a larger version of the all-in-one engine trays.

Cont. Page 10



Bucker 133 Cont.

The screenshots below are a computer generated 3d model that was thought to meet all of the goals listed above. Shown earlier in this report but thought it made sense to refresh memories.



The photos show that we achieved all of our goals. The engine mounting bolts will rarely be removed. The front plate bolts will be removed for service and maintenance of the engine module, all between cylinders for access. The front plate is 12 mm Baltic Birch and the rear plate is 18 mm Baltic Birch.

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Western R/C Flyers 2021 Event Schedule*

*Posted on **Metro Area RC Flying** website calendar.

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



Western R/C Flyers Inc.

Membership Renewal and Application 2021

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

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

AMA Number: _____

2021 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. Also, postal and email address.

send to:

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