



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

November 2016 Issue

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A Word from the President



Another month has gone by in a flash! Am I the only one who wonders where that time went?

Well not really as far as I'm concern. I know where my time went and that was on the operating table having back surgery. Other than being knocked out for the surgery, I know where I was then and where I am now being at home recovering. I will be in good shape for next year though.

We've had a good year as a club. Membership held strong and we even picked up some new members at year's end. The field really makes a difference. Although a ways out for many, it has been worth the drive.

Goes without saying, we need to take advantage of the good weather and fly. But with winter eventually arriving, make sure you have something to build over those months.

See you around, and thanks for your support to the club.

Thanks!

~ Rick Miller

Next Meeting:

TBD

Papio-Missouri River NRD Bldg



Vice-President's Corner



My write-up will be short this month as I've been having computer troubles That nice 1/5th scale Piper Cub I got at the recent auction was taken out to the field few weeks ago. It flies great!

I believe we need some people attending the next meeting so we can determine who the officers are going to be for next year. We've got other things to discuss and decisions made. So please try to attend the next meeting when setup. That's it for now, so out and take advantage of this nice weather.

Fly 'em!

~ Rick Haneline

Treasurer's Report



I have received a few renewals for the 2017 season, and all bills are paid to date. I am sure that we will have some mower repairs. But this is necessary for us to maintain the great flying field we use for our all-important pass time of flying, visiting, and chowing down on food.

We are maintaining adequate funds, and will no doubt have another great year.

Happy Thanksgiving to all and grab those wonderful days that keep popping up.

Your Treasurer ~ Dean Copeland



Loren Blinde launches his Love Song EP glider into the wind and sun.



Qualifications to Become an R/C Pilot

By Jud Bock



This past week, I attended the funeral of an old and probably best friend of all of my flying experiences, both R/C and full scale. Some of you probably knew **Larry Quigley** if you were ever in the *Omahawks* some 20 plus years ago. Larry passed a

week ago, after losing a battle with the big "C" and advanced age. Larry and I flew R/C together through at least four different fields the *Omahawks* developed and left, (*generally evicted from*), which spanned at least 25 years and more. Our full scale connection was when **Larry, Dick Ross** and I purchased a 1946 *Ercoupe* while attending the annual EEA Oshkosh extravaganza in 1970. I flew it home as I was the only one who had a pilot's license, and Larry and Dick learned to fly in it. Dick was also an R/C pilot and an *Omahawk*. He has since moved away from Omaha, but I keep in touch with him.



attending the annual EEA Oshkosh extravaganza in 1970. I flew it home as I was the only one who had a pilot's

With the above as a little background, I shall now get into the purpose of this article. Larry was very active in the *Omahawk* club and was President several times, but the thing he loved to do best was to instruct. He was the chief instructor and was the head of the instructor group that met once a week at the *Omahawks* field wherever it was at the time, to teach new pilots how to fly R/C. Larry, **Ollie Olson**, (*Owner of the Hobby shop in Benson for many years*) and **Ralph Brown**, (*Treasurer of the Omahawks, also for many years*) developed guidelines for new pilots/members of the club and the new members had to be certified by an Instructor before they could go out to the field and fly solo.

Attached are copies of the flight logs new pilots had to keep, and also a sheet used to inspect planes the new pilots came out to the field with. There were five flight levels that the pilots had to pass before they were allowed to fly solo. The planes also had to meet specs before they were allowed to fly. The two sheets are pretty much self-explanatory and probably some of you are wondering how in the heck they ever got any membership with these rules. I wonder now if I could even pass the requirements and wonder how many of the current membership could as well. As you might imagine, there was quite a bit of flexibility in the instruction

program, but again the difficulty was not all bad, and the field was as safe as possible then when you consider the poor quality of radios then compared to the excellent radios we have today.

All planes in those days were built from kits or scratch built and new pilots made many mistakes in the construction, thus the new plane inspection before allowing it to fly. I can recall a few pilots to be that could never get the hang of flying and were never allowed to fly alone. Generally after a time, they just dropped out of the club and resigned to themselves that they were never going to be R/C pilots.

Anyway, I thought you might get a kick out of what a pilot was expected to do before he could come to the field on his own and fly back in the day before factory built airplanes were the norm as they are today. Many of today's planes fly perfectly right out of the box, and have all the equipment installed and running except the receivers. You would just shake your head sometimes then at what new pilots came out to the field with and expected it to fly. But that was then and today it is a whole different story. See you at the field.



OMAHAWK FLY LOG: OF

FLY LEVEL I	FLY LEVEL II	FLY LEVEL III	FLY LEVEL IV	FLY LEVEL V
Student has demonstrated knowledge of competent pre-flight. Date _____ Inst. _____	1. Taxi 2. Straight & Level Flight 3. Oval Race Track Pattern (15 Deg.) 4. Figure 8 Pattern (15 Deg.)	1. Oval Race Track Pattern (30 Deg.) 2. Procedure Turn 3. Figure 8 (30 Deg.-Pull Circles) 4. Loop 5. Cloverleaf	1. Take Off (Climb-out 15-30 Deg.) 2. Slow Flight 3. Stall Recoveries 4. Traffic Pattern & Approach	1. Traffic Pattern and Landing 2. Touch & Go Landings 3. Forced Landing Procedures
FLYING SESSIONS: _____	FLYING SESSIONS: _____	FLYING SESSIONS: _____	FLYING SESSIONS: _____	FLYING SESSIONS: _____
Approved for advancement to FLY Level III Date _____ Instructor _____	Approved for advancement to FLY Level IV Date _____ Instructor _____	Approved for advancement to FLY Level V Date _____ Instructor _____	Approved for SOLO FLIGHT Date _____ Instructor _____	Approved for SOLO FLIGHT Date _____ Instructor _____

AIRWORTHINESS & PREFLIGHT CHECKLIST

Structural Integrity:

Empenage Attachment _____ Wing Attachment _____
Control Surface Attachment _____ Engine Attachment _____
General Structural Soundness _____

Aerodynamic Integrity:

Flying Surface Alignment _____ Engine Alignment _____
Control Surface Alignment _____ C. G. Location _____
Incidence Angles _____ Surface Harps _____
Engine Performance _____

Control Integrity

Cabling, Plugs, Antenna _____ Radio Range _____
Control Horns & Cranks _____ Battery Condition _____
Clevises & Connectors _____ Hinges _____
Radio System Installation _____ Pushrods _____
Control Direction _____ Control Quality _____
Switch & Trim Positions _____

The frequency and thoroughness of pre-flight inspections must remain a personal decision on the part of each pilot. However, bear in mind the old Swedish adage: "There Are Old Pilots And There Are Careless Pilots, BUT - There Are Nooooo Old Careless Pilots..Ya Sure."

I LOVE PAINTING!

By Loren Blinde



Well, not really. But I do hate it a lot less lately. Allow me to explain.

I am the world's worst model painter. Give me a can of *Krylon* and I will create runs, orange peel, splatters and finger prints all while I'm still just shaking the can and listening to it rattle. I typically go to extreme lengths to iron-on cover instead of paint. I once Monokoted a golf ball just to prove that I could.

But a recent project left me with little alternative to finish a fiberglass fuselage. So off to *Ace Hardware* to pick a color scheme. As I was explaining to the bored sales associate that primer and paint all-in-one made as much sense as conditioner and shampoo, he interrupted to change the subject and say "you ever use one of these?" Pointing to one of those impulse-buy clip racks of infomercial garbage that come free with your *Ginsu* knife for only a separate handling fee.

But what he pointed to was something called a "Can Gun". "Really, just try it, you will be amazed", he said, still trying to keep me off of shampoo metaphors. So for less than 4 bucks I bought one.



Little did he know that he had just awakened my inner-painter. Instead of a blob-stained, cramped right index finger controlling the action, you have the full motion and control of your entire arm with that liberated finger pulling a trigger. It's what I've always imagined a real spray gun might feel like.

I was so impressed that I went back the next day just to say thanks. If you do rattle cans, you will agree, guaranteed. If there were a *Nobel Prize* for painting accessories, this one wins hands-down.



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



Dean's Mystery Airplane

By Dean Copeland



The picture that Nelson blocked out last month is my newest jet, a BVM 1/5th scale L-39 Albatross in the Black Diamond color scheme (an aerobatic team based in Lakeland Florida.)



My plane is 94 inches long, 75 inch wing span, 32 pounds dry, carries 15 pounds of jet fuel and smoke oil (takeoff weight being 47 pounds total.) It has landing lights and nav lights as well as flaps, speed brake and wheel brakes.

The picture above was taken the day that I test flew it at Tecumseh. It flew great and I was trimming it when the left tip tank chose to no longer take part in flying and left for who knows where. It immediately required a lot of right aileron trim to compensate for the loss of lift due to approx. 4 inches of wing missing. The plane continued to fly OK but when it came time to land the aileron trim was not able to keep the left wing up and got worse the slower I got on the landing approach. Needless to say that things were only going to get a lot worse and they did. The left side dropped pretty hard right at touch down tearing out the left main gear and causing very little damage otherwise.

About six of us spent the better part of an hour trying to find the tank with no avail. But the plane was repaired in no time and is still waiting for a new tank to arrive. Latest word is that the new one arrived in Florida with some minor damage and they had ordered another one. I asked if it would be possible to send the damaged one so that I could continue to fly until the replacement came in. They agreed to do so and the tank is due on Nov 16th.

I am in the process of installing the latest Bavarian Deamon Pro gyro and looking forward to getting some more time in on it before the weather decides to discontinue our flying for this season.



Ford Trimotor short final Millard Airport Aug 2016.

'Fun with Maps'

(Airspace Maps, that is!)

By Tim Peters



Regarding the FAA Sectional Airspace Map snippet from the October WRCF Tailspin:



1. Note the WAHOO (AHQ) designation. What does the '122.7 C' mean?

Answer: 122.7 C means that since the WAHOO airport tower is not 24 x 7 operation, pilots can tune to channel 122.7 on their aircraft radio and communicate with other aircraft (*airborne or not*) who may be in the vicinity. 'C' means it's a CTAF: 'Common Traffic Advisory Frequency'. This is ad-hoc communication to coordinate takeoffs and landings within the WAHOO airspace.

2. Can you get a weather report describing weather at that location?

Answer: Yes. AWOS-3 means there is an automated weather service that you can tune to on frequency 125.975. I found that when you use the internet to display sectional maps (<https://skyvector.com/>) you can bring up the most recent local weather just by 'hovering' the mouse over the airport.

3. What does the 1224 *L 41 mean?

Answer: Airport altitude is 1224 feet MSL. (*silly humor injected here: if it was AGL it would be floating above the ground ☺*). *L means airport is lighted, the * means lighting operations have limited hours. The '41' is the length of the longest runway in hundreds of feet.

4. Can you estimate about how many miles the WRCF Mead flying site (*you may want to locate the precise latitude/longitude*) is from the Wahoo airport?

Answer: It's pretty close to 8 miles.

Is this in a controlled airspace?

Answer: No, although it overlaps the Class E airspace for WAHOO. AMA safety code (*as of January 2014*) says that model aircraft should not fly higher than approximately 400 feet above ground level within three (3) miles of an airport without notifying the airport operator. As the Mead field is on the fringe of the Class E WAHOO airspace, use care when exceeding 700 feet AGL. The shaded area shown indicates a class E transition area where the controlled airspace can go from the ground (*near the airport*) to 700' (*inside radius of the shaded area*) to 1200' (the shaded area itself).

5. What does the symbol that looks like a capital 'M' located close to Yutan?

Answer: Multiple obstacles typically exceeding 1000' MSL. (*I tried to identify the obstacles on a recent trip to the flying field. I only noticed one cell/microwave tower that seemed to be in the area shown on the map. Perhaps someone else with more knowledge of the area knows?*)

6. What do the 1588 (248) numbers mean?

Answer: 1588 feet above sea level and 248 feet AGL. The AGL sometimes is not shown. You may occasionally see 'UC'...this means the altitude is unconfirmed.

7. What does the black line with the 'hash marks' passing through Wahoo, Mead, and Yutan signify?

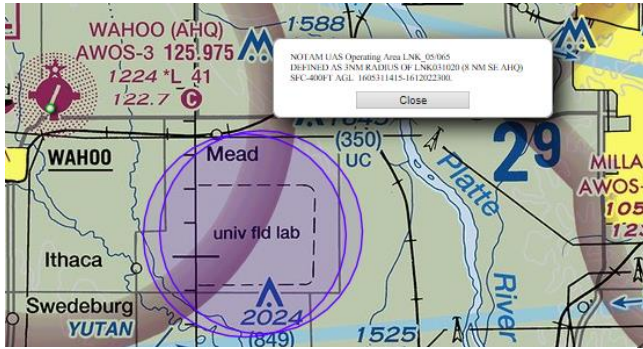
Answer: As you probably suspected, it's a railroad track. This information might be useful for recreational pilots trying to verify their location without GPS.

NOTAMS are 'Notice to Airmen' that provide information about airspace restrictions in certain areas due to current events. An example would be restricting recreational flying while the President is flying into or out of an airport. There would be a NOTAM about that event. You may be surprised that the FAA now issues 'DROTams' which advise airmen on drone (*UAS: Unmanned aircraft system*) activities that have been approved by the FAA. To see an example, bring up <https://skyvector.com> and click on the DROTAMS:



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'Fun with Maps' Cont.



The dialog shows the location (shaded areas), the operating altitudes (SFC-400FT AGL means surface to 400'), and the duration (5/31/16 to 12/2/16).

There are lots of internet refernces to help you understand the US airspace. If you have questions, comments or want to see more of this in the *WRFC Tailspin*, feel free to email me: tpetersrc@gmail.com



November Flying at Mead



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November Flying at Mead Cont.



*Western R/C
Flyers*

Veterans Day at SAC Museum

By Nelson Carpenter



On Veterans Day November 11th, the SAC Museum opened its doors to military retirees and veterans. So being an Air Force veteran (67-71), I grab Larry Inness - even though he is a Marine vet - and we make a day of lunch provided to us by *Applebees* and got free admission to the museum. It was a great day to be a veteran, and be treated so well. Further, the SAC Museum never gets old no matter how many times you've been there.



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SAC Museum Cont.





~ 2016 Western R/C Flyers Event Schedule ~

NOTE: Club schedule for 2017 to be determined.

January **2016**

- **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 **2016**

March **2016**

April **2016**

- **Tuesday April 5th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154th 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**

- **Saturday, Sep 17th** – Old Timers Fun Fly with Glider Fly – Starts at 9:00am with flying until 3:00pm.

October **2016**

- **Tuesday, Oct 4th** - Club Quarterly Meeting 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th 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. 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