



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

November 2018

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A Word from the President



It's time to get ready for next year. We have a meeting scheduled for November. I hope all of you can make it there. We need to have our 1st set of officer candidates, usually incumbents, set at this November meeting.

If there are any additional candidates, they can be nominated in the December meeting and then voted on. At least that's the bylaws layout.

I am willing to serve another year as President. Hopefully all the incumbents will re-up again as well.

The flying season is coming to a slowdown, but we can still get out there on weekends etc.

Hope to see all of you at the meeting. Place and time will be announced in this newsletter, or by separate e-mail to you.

Let's go fly!

- Rick Miller

Meeting: Tuesday Nov 13th 7pm Papio NRD - Wherspann Lake



Vice-President's Corner



Another month is about gone and winter is a coming. I hope you got a good deal or two at the auction. It's time to start on a winter build if you have one. I've talked to a few guys planning on building a plane this winter so we should have some new ones at the field next spring. I've got one maybe two to get done. One I got at the auction and one I've had awhile.

We will still have a few good flying days so keep a couple ready. A meeting is being scheduled in November to elect officers, so let's have a good turnout. See you at the meeting.

Go out and Fly!

- Rick Haneline

BACK ISSUES TAILSPIN:

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

Treasurer's Report



There is little to no activity to report this month. There is little to no flying the last few weeks, DAH... Could it be because of all the rain, cold weather and wind?? Well I am looking for an *Indian Summer* to grace us. Once that pass's we can then look forward to that beautiful white ground cover and retreating to the basement shop to start on another airframe for next season. With that said I wish you all the best in whatever you end up doing.

Your Treasurer

~ Dean Copeland

~ *Dues 2019 ~

*Application for membership or paying 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.

Mead Field Weather Station

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



Bud's Test Flight

By Tim Peters



Monday, October 22, 2018 and the WRCF Mead Flying Field was the date and location for the 'test flight' of Bud Mitchell's *Ziroli Stearman Biplane*. This 87" wingspan aircraft is special not only for its size but also the unique *OS Sirius 5-cylinder 4-stroke 50 cc (3 cu. In.)* motor that drives an 18/8 prop. The plane uses a *Futaba 18z* radio for guidance. Bud chose an elite ground crew consisting of **Bob Zitzlsperger** and **Ron Pacana**, along with test pilot **Dean Copeland**.



Despite some initial problems with getting (5) glow plugs lit, the motor roared to life and provided two successful test flights. It did turn out that a 16 oz. fuel supply is adequate for only a few minutes of flying

time.....Bud will rectify that issue and with some minor repair, the *Stearman* will be back in the air soon. All that is left is to do the final decoration....and maybe a 'wing walker'?? Check the links for videos of the operating motor and test flight:

<https://youtu.be/rcNUz7XxCmc>

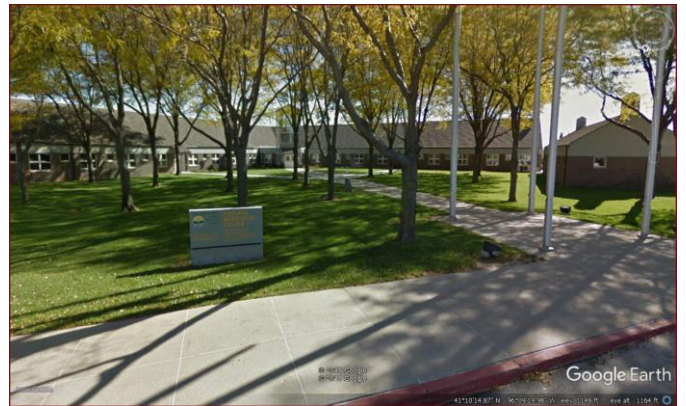
<https://photos.app.goo.gl/33qMK6htaxVr3g739>



Western R/C
Flyers

~ Western RC Flyers Meeting ~

THE NOVEMBER MEETING WILL BE HELD 7PM ON WEDNESDAY THE 13TH AT THE PAPIO NRD OFFICE (NATURAL RESOURCES CENTER) LOCATED AT LAKE WEHRSPANN.



*Western R/C
Flyers*



Stockpile, Greenhouse, Meeting

By Nelson Carpenter



Good articles in this month's *Tailspin*. Tim Ryan, our resident historian, has an interesting write-up and photos about the *Army Ordinance* plant and facility located where we fly at Mead. Another great build article by a thrifty Jud Bock should enthrall some of you to build this winter. Our other "Tim" - Tim Peters was good enough to provide a field report. Thanks all.

Back in July, my wife and I were on a continued trip traveling from *Oshkosh EAA AirVenture 2018* to *Mackinac Island, Michigan*. Along the route there was the town of *Menominee, Michigan* which just happens to be the location of *Balsa USA (BUSA)* to my surprise! (Sure....) Most of you read that story in an earlier *Tailspin* whereby I bought another WWI 1/4 scale airplane kit at their factory for a future build.

What I want to show you here is a photo of BUSA's huge supply of balsawood stockpiled in their factory. We were given a tour of the factory that included this large room full of balsa. Yet what was on hand represents only half of what they normally stock. I was told that the rash of tropical storms had impacted their supply sourced from *Honduras*. What had stabilized their supply this year was the purchase of the entire balsa inventory belonging to *Great Planes*. Bottom line is that *BUSA* will be producing great WWI airplane kits for a long time.



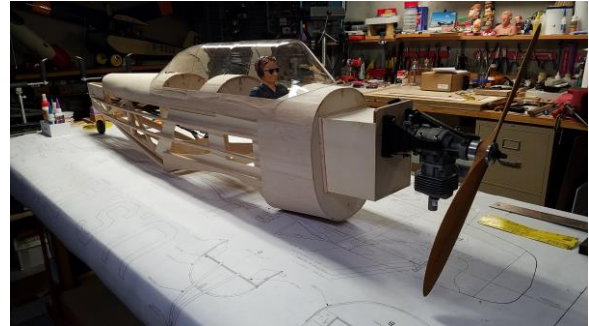
- The stacks of balsawood represents only half of what is normally stored in this portion of BUSA's factory.

I have a head start on my winter building project. What I have going is a *Dynaflite PT-19* kit. With its 89" wingspan you would immediately think this is going to be quarter scale. Wrong. The wingspan represents a 1/5th scale model, but still large with the fuse being almost six feet long.



The power plant I am using is a *Valley View RC 20cc* gas engine that will swing a 17" prop. Should look and feel scale-like in flight. A smoke system will be added.

The *PT-19* will become a *PT-26 Harvard* finished in *Canadian Air Force* markings circa 1942. Modifying it is a matter of installing a "greenhouse" canopy over the two tandem cockpits. I'm eliminating the open air cockpits. Photo shows late October progress with the fuselage.



With our *Western Flyers* club meeting this month, hopefully many of you will be able to attend and participate. We have officer nominations that will follow with election into those offices at the December meeting. Anyone interested in helping out the club as an officer - do apply! Otherwise, come out and vote for those you want to guide our club.



FLASHBACK TO NOV 2008

A busy, but not congested, flight line at the club's former *Springfield* flying field which was 1 mile west of that community.



*Western R/C
Flyers*

The Birth of a Morane-Saulliner

Model L

By Jud Bock



Our glorious Leader/Editor of this rag, Nelson, has granted permission for me to jot a progress report of my winter project for the 2018-2019 winter build period. I have noted all the gorgeous WW I planes at the field, (Nelson says 8 of them), and decided I would like to join the ranks of the *Doughboy* pilots in the Western Flyers. If one is to build an accurate scale of one of these WWI birds, it would take years with all of the intricate wires needed for structure and controls....so, as my temperament and patience is only good for about 4-5 months on a project, I needed to find something that would look good, be a semi-scale bird, maybe fly acceptably, and be relatively easy to build.

I settled on a "French Morane-Saulliner Model L." as I spotted a picture of a reproduction of the plane doing a fly-by at an *Oshkosh* show. I thought to myself, "now there is a WW I bird that should be pretty easy to build."

WHAT IT WILL LOOK LIKE WHEN FINISHED

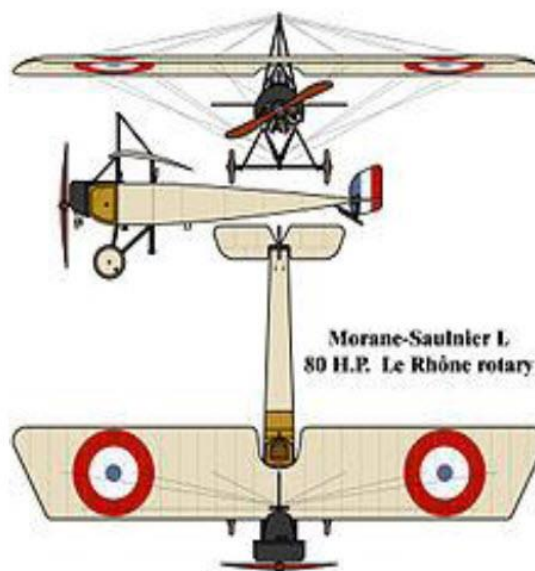


So, I did some research on it, and found out it had some interesting history. Some of you experts on aircraft history may dispute this, but the internet never lies, (LOL) and it told me that this French plane was the first fighter aircraft to mount and fire a machine gun through the prop at an enemy fighter and shoot it down. I personally thought it was the Germans, but not so says the research. They had the minor little problem with the gun shooting off the prop at first, to the dismay of the pilots whose lives were short enough in their chosen profession, so they attached a piece of metal on the back of the props to deflect the bullets, and the ones that did reach their target were deadly and effective. Eventually, the Germans developed an "*interrupter gear*" that fired the guns in sync with the firing of the engine, and the slugs passed by the prop with no damage.

Member **Loren Blinde** sent me a plan of the plane he found on the internet of the "*Morane*", but the plan was not accurate enough in several areas, so I decided to draw my own plans from an 8 inch X 8 inch 3-view I found that was close to my photo image. So I took my trusty calculator to the shop, spread out a roll of white paper and went to work.

I planned to make it electric as all my planes are these days, and I wanted it to be good sized. I have three .60 sized electric powered planes currently flying, so I am going to power it with that size motor that I know about. I decided on a wingspan of 80 inches, so measuring the three view, I determined that the multiplier would be the length of the 3 views dimensions X's 12.3. It worked out surprisingly well, and in a couple of days in the shop I had working plans and was ready to start construction.

8" x 8" 3-VIEW



PLANS DRAWN UP AND READY



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Birth of a Morane-Saulliner Model L Cont.

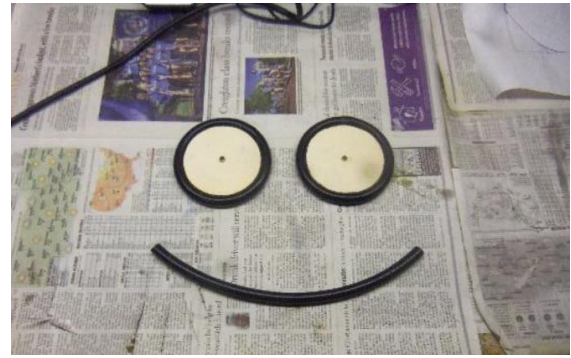
From past endeavors, I knew that you had to improvise.... a lot...when starting from scratch. Three things on the plane needed to be found before starting, so I knew they were available. They were the cowling, wheels and the machine gun. I searched the model places and found the only one of the three that were close to my measurements was the machine gun. So, I knew I could order that. The 6 inch cowling and the WW-1, 4.5 inch wheels were a different story. No modeling supply house that I knew of had either. They were either too big or too small. So, for the cowling, I did what I have done in the past....walked the aisles of a *Super Market* looking for a container the right size to make a cowling out of. In this case, I found a gallon jug of *Clorox* was exactly 6 inches around, and so I walked out of the *Super Saver* with my future cowling in a bag.

CLOROX JAR TO BECOME COWLING



The wheels I needed were available, but being the "frugalist" that I am, I refused to pay the 50 bucks plus for 4.5 inch antique wheels and decided to make them. I made a visit to the local Ace Hardware and found the exact size of rubber tubing I needed for the tires, bought enough to make the two wheels, and they turned out fine for my new bird. Total cost, about 8 bucks.

WHEELS READY TO GO



The third item, the machine gun was researched and available, and I have decided to actually purchase this part, as it takes too much time to try to improvise. When I am sure of the exact size I will need, I shall order it on line as needed.

This will conclude this chapter with the plans drawn out, cowling and wheels on hand, machine gun figured out and ready to start the actual construction. Next month, construction of the first piece, the wing. Till then...Jud

WANTED: Your photos and stories. Recent or old. To be used in the club's newsletter. Please contact editor.



Trojan Conversion to EP

By Ryan McGee

Here are some pictures of my T-28 Trojan conversion...I am using a TACON 160 245kv motor with a 120a HV ESC. Running on 2 5s 5000mah batteries in series for 10s. Master Airscrew 16x8 three bladed propeller. Cut a hatch for the battery compartment in the front. I added a servo to the nose gear for steering. Using a 2200mah 2s LIFE battery for my receiver. I also added a little color to the helmets on the pilots. That's really all I did to it. Larry Inness had the kit already together and covered.



Western R/C
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Nebraska Ordnance Plant

By Tim Ryan



Happy Fall to y'all!

I am a fan of 20th Century history, especially when it involves locations I frequent. I'm sure most of you are aware of some of the history involving our flying site, but for those that are not I hope this is of interest to you too.

The Western RC Flyers field sits on property operated by the University of Nebraska for agricultural research. During WWII, the site was part of a 17,250 acre complex dedicated to munitions manufacturing known as the Nebraska Ordnance Plant. Our flying site sits on what was once Bomb Load Line 2, one of 4 manufacturing lines where bombs, shells and rockets were made for the U.S. Army. The ordnance plant operated from 1942 to 1945, and then again from 1950 to 1956. The ordnance plant built over 2.8 million bombs during WWII alone. That fact is all the more impressive when you consider some of these weapons weighed as much as 12,000 lbs. The US Government declared the site as "excess to Army needs" in 1959.

From 1959 to 1960, the Strategic Air Command built an Atlas D, ICBM site just to the north of Bomb Load Line 4, which is 1 mile east of our flying field. This site, along with another site near Arlington, NE, and one near Missouri Valley, IA was operated by the 549th Strategic Missile Squadron, based at Offutt AFB. Each site housed 3 Atlas D missiles in above ground launchers, ready to launch in minutes in the event of an attack by our cold war adversary. These sites were decommissioned in 1964, in favor of "hardened" underground missile sites, located elsewhere.

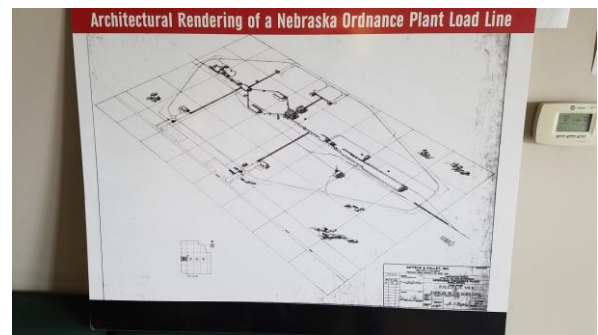
The Army Reserve and Nebraska National Guard still control about 1,000 acres of the original ordnance site for training and maintenance. The University of Nebraska bought about 10,200 acres between 1962 and 1964, and the remaining acres were sold to private individuals.

Unfortunately, in the 1980's the soil and groundwater to the south and east of the 4 bomb loading lines as well as the Atlas missile site were found to be contaminated with the explosive, RDX, and the degreaser TCE (Trichloroethylene), a carcinogen. In 1990 these sites were identified as "Superfund" sites and remediation including soil removal and groundwater treatment began in 1997. Soil decontamination was completed in 1999. As of today there are 12 extraction, and over 300 monitoring wells in the area. As of 2016, deep groundwater testing showed that both contaminants were still present.

Source of the ordnance plant photos is the Lincoln Journal Star. The Atlas missile photos were found on the U.S. Militaria Forum website.

Here's hoping this Fall gives us more flying opportunities. Keep 'em flying!

Tim



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Nebraska Ordinance Plant Cont.



Tips and Tricks

Is it best to recharge batteries slowly? Quick charging NiMH batteries will reduce their life?

Not true. For practical purposes with batteries that are designed to be quick charged, for example, Sanyo, GP, Tenery, that is not true. It is important to use a battery charger that has been specifically designed to rapid charge NiMH cells. Actually there is a much greater likelihood of reducing the life of a NiMH battery by using an "overnight" charger than by using a smart fast charger. Overnight chargers rely on the fact that you will unplug them after a number of hours. If you forget to unplug them they can continue to charge the batteries longer than they should. Overcharging WILL reduce the life of batteries. From a strictly technical sense, a battery that is always slow charged will likely last a little longer than one that is always rapid charged. However, the difference is so small that it is not likely to be noticeable for most users.

~

Wilga tows U-2 Glider at Mead Field



<https://www.youtube.com/watch?v=6pvS3ebhkQs>

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*Western R/C
Flyers* **October Flying Mead**

Here are a few photos taken at *Mead Field* during the month of October. If you have photos taken at the field, of your project airplane, or your "hangar", please send them in for use in upcoming newsletters.



Cont. on page 11



*Western R/C
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*Western R/C
+ Flyers* **October Flying Mead Cont.**





~ Western R/C Flyers Event Schedule ~

Schedule for 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. Membership Application

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ Dues Paid: \$ _____

2019 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