



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

November 2019

President: Rick Miller

Phone: 402-624-2530 email: millerick7@gmail.com

Vice President: Rick Haneline

Phone: 402-321-7577 email: rickh55@msn.com

Field Maintenance: Loren Blinde

Phone: 402-416-0855 email: lblinde@neb.rr.com

Treasurer: Dean Copeland email: dcopeland937@centurylink.net

Address: 15668 Fountain Drive, Omaha 68118 Phone: 402-334-2787

Secretary: Tim Ryan

Phone: 402-943-6731 email: old43school@outlook.com

Tailspin Editor: Nelson Carpenter

Phone: 402-709-3651 email: J3flyah@gmail.com

A Word from the President



Excellent work club member power washers and painters! All ten of you! The storage building looks great with the new paint! I'm sure the ARDC folks are happy.

Okay folks, it's time to get ready for next year beginning with the meeting scheduled for November 7th. I hope most of you can make it.

At the meeting, we need to identify our initial group of officer candidates for 2020. It usually starts with the incumbents. If there are any other candidates after this meeting, they can be nominated up until the December meeting. At that time, we will vote for the 2020 officers.

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 7:00 PM Thursday Nov 7, 2019

Location: NRC, Natural Resources Center, Chalco Hills, 8901 S. 154th St. (Board Room, inside main entrance to right.)



Vice-President's Corner



We had a lot of volunteers to power wash and paint the shed. It looks a lot better. The Omahawks auction went pretty good at its new location at Hobbytown. I only bought one little Bixler.

My cousin came from California to visit for ten days and we're both sick with the flu. I feel like crap so that's all for this time. Fly when you get the chance.

Go out and fly!

~ Rick Haneline



Treasurer's Report



No activity this month other than the monthly charge for the port-a-potty. What I can report is that our membership is up since the start of the flying season. We stand at 54 members.

The Porta Potty has been removed from the field since our normal flying season is done.

Also, membership renewals, and new member applications, have started for 2020 as of October 1st. Feel free to renew now.

See you all at the club meetings.

Your Treasurer

- Dean Copeland

Wahoo Municipal Airport, Nebraska Aviation Weather Report and Forecast

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



Mead Field Weather Station



Weather conditions at our field can be viewed from your computer or phone. It is available through *Weather Underground* from a weather station that the university's *ARDC Farm/Facility Shop* has installed.

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

Mead Field 2019



~ The Field at Springfield ~



The flying field is looking very good this time of the year. But so is the corn.... Won't be long and it will be surrounding our field six feet in the air. Yet the flying will still be great -- come on out!

Second photo is what we had at Springfield in **2009**, the year we lost the field. Quite a contrast to the wide open space we have at Mead.

*Western R/C
Flyers*

Tailspin Archives NOV 2009

NEWS BULLETIN: Bob Burt's Aeronca Champ Makes Maiden Flight at Mead.



Mead – It was a near top 10 day on Monday October 19th when **Bob Burt** made the decision to put his 12 foot wingspan *Aeronca Champ* in the air for the first time. Arriving at Mead near 12 noon, Bob found himself alone as he assembled the *Aeronca* in the pits. Soon to arrive was **Nelson Carpenter** with his trusty camera, and **Dean Copeland** who had the honors of making the first flight.

Bob's project had been ongoing for three years, and you can imagine how nervous he must have been. The Champ was fueled, and after a few short hops down the runway, it was ready to make that first flight. It went well with only a little trimming required. A total of three flights were put in, and the 35 pound Champ flew very realistic. Video of Bob's *Aeronca Champ* making its maiden flight: <http://www.youtube.com/watch?v=jQVC-9Aul0o> Photos depict that day and those first flights.

NOTE: Bob's Champ is currently owned by former club member **Mike Crosby** now living in Columbia, Missouri. Mike says it still flies at club events down there and turns heads. Bob was an outstanding builder.



Dean was asked to fly Bob's Champ on its maiden flight. Here you see Dean moving the seat back before he climbs in.....

NOV 2009 TAILSPIN

- *Things Going On* -

by Nelson Carpenter



The year is fast coming to a close. But that doesn't mean we won't have some good flying days left. It's just that there will be flyable days, but not exactly the best weather-wise. See you at the field no matter!

Early October it was questionable as to whether we'd get our storage building painted before the cold weather set in. But we lucked out and had the volunteers that made it happen. The building looks great, and the ARDC folks are satisfied.

Club meetings have been scheduled for the next four months. We have the conference room at the *Papio-Missouri River NRD* offices located at 8901 S. 154th Street – *Chalco Hills Recreation Area*. One of the agenda items for the November 7th meeting is to accept candidates for office 2020. Also any other club business which will follow with *Show n' Tell*. Looking forward to seeing as many of you there as possible.

Eleven years ago the club put its logo on shirts and hats for sale to members. It was an effort by Bob Burt at finding a local shop to do this at a reasonable cost. Would there be interest in doing the hats and shirts again? Let's discuss the possibility at the November meeting. If there is someone who would like to take this on, please let it be known at the meeting.



BACK ISSUES TAILSPIN:

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

*Western R/C
Flyers*

“It will be Mine!”

Submitted by Tim Peters



A year ago I set a goal to reduce my airplane collection by unloading the ‘large ones’. So away went the *Big Telemaster*, *P-51*, and *Pawnee*. This activity made so much extra room in the shop. Then came the 2019 version of the annual *Omahawks R/C Auction*. No sooner than we (*flying buddy Ray Pancake and I*) walked in than my eyes locked on a beautiful R/C sailplane. It was an *Airtronics Sagitta XC* all set up for electric flight. Really well-built and nicely finished. Equipped with spoilers, the aircraft was ready with digital servos, electric motor and folding prop. The wing (4 sections) was protected by a sandwich of foam rubber pieces. ‘It will be mine!’ I said. And then I saw the tag: “174 inch wingspan”.....



The “174 inches” is 14 feet, 6 inches of wing. So much of reducing the number of ‘large ones’ in the shop! The glider only needed a speed controller and receiver to make it flight-ready. The following Thursday I took it to Mead for a test flight. Winds were forecast to be less than 10 mph, but the reality was a steady 15 mph. With **Bud Mitchell** and **Bob Zitsperger** providing encouragement, I picked up the *Sagitta* and readied it for flight. What I didn’t notice is that along with 174 inches of wing, the glider has a total weight of 8.5 pounds. That’s larger and heavier than any sailplane I have attempted to hand-launch, especially in a 15 mph breeze.

The launch was ‘OK’, and the check-out flight was smooth and short. It did seem underpowered and either the motor, the folding prop, or both was making noise. We called the flight successful and disassembled the plane. About that time a few others (**Loren Blinde**, **Jud Bock** and **Renee Mayo**) showed up. I felt a little guilty about having put the new glider away, so we re-assembled things and got ready for a second attempt. The second flight was similar to the first, but upon landing a gust caught the wing and the glider did a “ground loop” resulting in some damage to the front of the fuselage.



While repairing the plane I checked to see if the motor/prop combination was good for glider flying. It turned out that although large in size, the motor is not really meant for sailplanes, but more for larger scale aircraft. (It originally came from a *P-51*). Loren suggested a popular online tool for sizing motors and props for electric flight: ‘ecalculator’. (<https://www.ecalc.ch/>) I had sampled the trial version, but needed the features provided by the complete (i.e. \$\$) version. It’s not real expensive, you purchase a time-based license. I purchased a 1-year license (~\$12) and worked through the entries to find a better motor for use.

I purchased a *Turnigy Glider-Drive* brushless outrunner that mounts inside the fuse. (The original motor was mounted on the outside.) The *Turnigy* actually has a fixed outside case and the ‘outrunner’ part runs inside the case. Since I had fuselage repair to do anyway, I used that opportunity to retrofit the *Glider Drive* inside the *Sagitta*. I had some concerns about interior heat build-up, since there’s the motor, a 60A speed controller, and 6s 3500 mAH lipo all



in the front of the plane. To assist with airflow through the fuselage I put intake air holes in the firewall and made an exhaust vent out of a pill bottle. I used a bandsaw and moto-tool grinder to cut a cone-shaped piece to glue on the fuselage hatch. We’ll see whether this is sufficient for cooling. Here’s hoping for a few more good flying days before winter sets in!



Western R/C
Flyers

Flashback 2009



Fresh coat of paint being rolled on our club's concrete block storage building summer 2009. The building is one of many that were part of the Army Ordnance plant line #2 having its origins in the 1940s. This building housed a large transformer that provided power to the ammo plant.



2009 Paint Crew

Left to right: **Bob Burt, Bob Turner, Jeff Jacobs, Frank Wisniski, Jim Henley, and Nelson Carpenter.**

Paint-A-Thon - 2019

Submitted by Nelson Carpenter

Our storage building at Mead was badly in need of paint. The ARDC folks asked if we could get that done this year, and our reply was *"definitely."* The club paid for the paint which we purchased at *Diamond Vogel* with **Jeff Jacobs'** advice and contact. The choice of exterior satin paint was called *"White as it Gets"* and it sure livened up the building.



We weren't lacking in volunteers with ten helping out. First chore was to power wash the building of the 10 year old paint and any other grit. Two gas powered washers and five volunteers made quick work prepping the building for paint.

Ten days later (Oct 15th) we had good outside temps to put the paint on the building and enable it to cure for several days. Eight of us made that happen with two coats of paint that was finished in 2 hours and 30 minutes record time. Surprised us all.



Paint Crew 2019

Left to right: **Tim Peters, Jack Barry, Loren Blinde, Steve Rasmussen, Nelson Carpenter, Doug Clemetson, and Jeff Jacobs.** With **Tim Ryan** taking the selfie. Absent from the photo are **Rick Haneline** and **Larry Inness** who helped with the power washing.

*Western R/C
Flyers*

31st Annual Gathering of B-17s

Monaville, Texas

Submitted by Dave Kelly



I and several others walked toward the mishap. I could see the fuse had broken in half with tail pointed to the ground, resting on the machine guns. I could still hear engines running. Three of them to be exact. I shut those down, looked over the situation. Raised the flaps, and all went well. Raised the gear, all went mostly well. Right gear went up, left gear did too, but then fell forward the ground still mounted to its rails and hanging from its air lines. I unhooked the lines, and handed the gear to my brother. At this point someone said they would go get their truck to haul it back in. My brother went with him so he could bring back my tool box.



About six of us were able to get her out of the tree. Once on the ground I could see we could do a near normal disassemble to get her back to the field. Once the tool box got back, I unplugged the rudder servo, and removed mounting screws also. Passed the servo out of the back, of front half of fuselage. Stowed the servo and pull-pull lines in rear half. After that unplugged the airlines to tail wheel, and it was free, and loaded the back half into the truck bed.

Then I unbolted each wing panel from spar box, made my normal disconnects and loaded front half into the truck.



The right wing panel had minor damage to wing tip, and two people could carry it back to the pits. The left wing incurred the most damage. The #2 nacelle was completely torn loose, and a branch had did a lot of damage to leading edge, and sheeting between the nacelles up to the root of wing panel. Surprisingly, the firewall was unscathed and I simply had to U pug the lead to the throttle servo and the nacelle was carried out in one piece and two others carried the win back to the pits.



The tree I hit is what I would describe as an underlying tree. Growing up through a barbed wire fence bordering the runway. At the crash site is where I first could tell the fence did not run parallel to the runway, but crossed the center line approx. 100' south of the runway. That tree being small in nature, and not realizing the fence was on a bisecting course, made it so it was camouflaged by the distant tall (well, tall for Texas) trees to the south. This small tree just blended in, nothing about it made it stand out. Well, put an 18' B-17 in it and it stands out. LOL.



Cont. page 7

31st Annual Gathering Cont.

Most people would/will find it hard to see the repairs. Good friends have helped me get it done and should be ready for tests in a few days. I hope to be in Georgia with it on the 22 of October. **Jim Henley**, **Jack Wilhelmy**, and **Dean Copeland** are great friends and I owe them thanks for all the support.



Long story short, as I write this Sunday Oct, 13. Less than four weeks since the accident, Belle is nearly ready to fly.

EDITOR'S NOTE: Since Dave wrote this article, he traveled to the next warbird gathering which was in late October. That was in Andersonville, Georgia located on the north side of Atlanta. He successfully flew the Belle staying way clear of any B-17 eating trees. Photo at top of this article was taken at Andersonville Oct 24th and the one below in Texas early October.



Transformed Fokker DVIII

Submitted by Nelson Carpenter



Somehow I ended up with a flyable *Balsa USA* 1/4 scale *Fokker DVIII* that belonged to **Larry Inness**. Probably because I'm a big fan of WWI aircraft. Yet this DVIII was done up in unusual markings that had everyone at the field questioning. The red (orange?) "rising suns" on the wing and fuse.

Yes, everyone wondered why and how the Japanese were flying the DVIII in WWI. Nope, didn't happen. The roundels were that of the *Neatherlands Air Force* who indeed flew it during that war. But I didn't like the roundels and they had to go, and I decided to change it up.

I painted over the roundels and turned the DVIII into a *German Air Force* fighter. Also jazzed it up a bit. For power, I will installed a *Zenoah G-38*. The before and after are shown.



Western R/C
Flyers



~ 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 2020

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ Dues Paid: \$ _____

2020 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