



OMAHA NEBRASKA
AMA 857

NOVEMBER 2020

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A Word from the President



(No Report)

Let's go fly!

~ Rick Miller



Vice-President's Corner

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



(No Report)

Go out and fly!

~ Rick Haneline



Treasurer's Report



This has been a very different year even with the virus to say the least but managed to do some flying. And with all that, the time flew by and here we are at the end of summer. Have seen our first snow in October.

Very little treasury activity, however guess what, it is time to start thinking about getting in your dues for the 2021 season. If you have any desire to serve your club as an officer, elections will be coming up soon.

Hoping that you are all staying safe and well. I for one do not know of anyone in the club having to deal with COVID-19. Let's continue to practice safe distancing and wearing masks where required. Thanks again to the field committee for giving us such a great place to fly.

Happy Landings

~ Dean Copeland

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>



(DON'T DISCOUNT THE VIRUS. IT'S HERE.)

**Western R/C
Flyers**

On My Mind Now

by Tim Peters



A couple of things on my mind this time around.....

Recently we all received an update from the AMA, called the 'Leader Member Minute':

https://contentsharing.net/actions/email_web_version.cfm?ep=jSWAXeyO4YPrea0EUXywJECMPjW4l79QYDcZo6C3ML2ZVbYK07z9w7mvlcd3BowlzWJDIVehQ31z3sBY11XRf6wK4ESVja7jJyg_M972pma_H2gCSMJk5HerfrfpvhwF

I got concerned when I read this portion:

- **White House executive order:** This would ban the federal government's use or purchase of foreign-made UAS and impact AMA members operating on military property, at national parks, U.S. Army Corps of Engineers land, and EPA-managed sites. AMA recently met with White House officials to discuss our concerns and plans to continue working with the administration. This has not yet been signed.

Most of us know that the WRCF Mead flying site was at one time an EPA 'Superfund' site. (<https://cumulis.epa.gov/supercpad/cursites/csinfo.cfm?id=0702031>)

So I took the underlined portions of the White House executive order to read that 'AMA members operating on EPA-managed sites' would be impacted by this. As often is the case, my 'knee-jerk' reaction was that we would be unable to fly our 'UAS', i.e. model aircraft at Mead. Fortunately for us the 'AMA Leader Member Minute' did not include the full text of the White House executive order,

(<https://amablog.modelaircraft.org/amagov/2020/09/13/ama-meets-with-white-house-to-discuss-remote-id-and-foreign-made-uas/>), which reads:

"The government would also seek to stop anyone with a federal contract, agreement, or grant from using a foreign-made UAS and stop people from flying them on or over federally managed or owned lands. This order could impact AMA members operating on military property, National Parks, U.S. Army Corps of Engineers lands, and EPA managed sites."

Now it sounds like if the order was activated, it would prevent people from flying 'foreign-made UAF' from WRCF Mead flying site. We could probably argue what the term 'foreign-made UAF' really means, but I would hold that the intent is to limit the use of foreign-produced ready-to-fly quadcopter-type aircraft. Whew.....dodged another bullet.

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On My Mind Now Cont.

Finally, I would like to put in a plug for a local Omaha printing company that enlarged some pdf plans for me at a really reasonable cost: \$5 to enlarge and print a single sheet of sailplane plans. *Snappy Copy Center* (<https://snappycopy.net/>), Snappy Copy Center is conveniently located at: 5434 F Street, Omaha, Nebraska. I uploaded the pdf to their website and picked up the finished plan later the same day. Nelson has recommended them in a previous *Tailspin* newsletter as well.



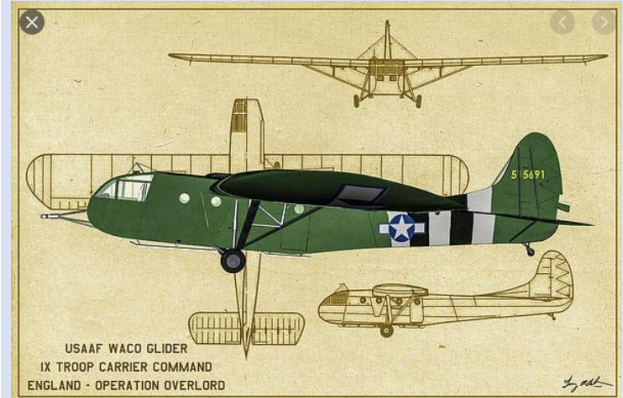
<http://www.metrorcflying.com/>



Frank Wisniski taxiing off the Mead runway in his 1/5 scale Baby Bee.

Your 2021 dues may be sent in to Dean now if you wish.

ON AMAZON PRIME VIDEO



From the early race to build gliders to the D-Day invasion at Normandy and Nazi Germany's final surrender, this acclaimed feature documentary, narrated by Hal Holbrook, reveals the critical role gliders played in World War II offensives. Through rare archival footage and photographs, the film places the audience right at the center of the action in the dangerous world of American glider pilot.



Western R/C Flyers

WESTERN RC FLYERS ROSTER

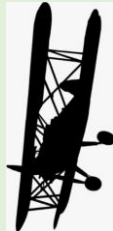
Current November 1, 2020



	<u>2020 Members</u>		<u>AMA</u>
1	Dean	Howard	11936
2	Jacob	Brown	596446
3	Jim	Hoff Jr.	858014
4	Skip	Brown	90624
5	Don	Pieken	491585
6	Galen	Lillethorup	
7	Tim	Peters	41409
8	David	Kelly	113940
9	Tim	Ryan	1151475
10	Loren	Blinde	91210
11	Tom	Wild	129512
12	Jack	Wilhelmi	N/A
13	Paul	Edmunds	921
14	John	Millie	390177
15	Doug	Clemetson	1079758
16	Mike	Lawver	1010979
17	David	Reiber	281
18	Bud	Mitchell	747892
19	Jack	Barry	741022
20	Jud	Bock	558416
21	Rick	Miller	5906
22	Nelson	Carpenter	5730
23	Earl	Pollard	865026
24	Tom	Floyd	130852
25	Dean	Copeland	700148
26	Steve	Rasmussen	1086761
27	Ron	Pacana	96202

	<u>2020 Members</u>		<u>AMA</u>
28	Carroll	Jolly	847183
29	Frank	Trouba	54712
30	Richard	Jonas	997091
31	Rene	Mayo	1038588
32	Dennis	Bender	916241
33	Rick	Haineline	445993
34	Bob	Wheeler	775001
35	Jim	Henley	816592
36	Brian	Peterson	112922
37	Larry	Bailey	632167
38	Larry	Inness	883391
39	Bernie	Baker	928732
40	Skip	Prusha	333250
41	Rich	Tiller	640635
42	Jim	Simonitch	108012
43	Mike	Vlcek	101775
44	Michael	Watson	794778
45	Rick	Sessions	105968
46	Matt	Meyers	846688
47	James	Mather	828463
48	Scott	Kuhn	509990
49	Jeff	Jacobs	422320
50	Rich	Walker	923881
51	Larry	Woscyna	1061039
52	Marvin	Goldberg	6768
53	Ryan	McGee	935584
54	Ken	Peterson	893277

TAILSPIN NEWSLETTER BACK ISSUES



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

Aviation Weather Forecast at Wahoo Municipal Airport, Nebraska

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



OLD TIMER EVENT OCT 2010

"An impromptu fun fly of old timer airplanes in that we didn't expect to have such good weather with temps in the 70s and decent winds. A quick message was sent out to area old timer flyers on the Wednesday prior to the Saturday we gathered at Mead to fly out old timers. Our turnout numbered 13 flyers with a few guests."

https://www.youtube.com/watch?v=J0Jd1JO3d_4



MEAD ACCESS ROADS

- This message is a reminder of which roads should be used to access our flying field. Most importantly, do not take the main drive that passes through the ARDC operations area and its buildings. See aerial photo for the roads to use when turning off the north-south highway.



HOPEFULLY YOU NEVER NEED IT..... BUT A FIRST AID KIT CAN BE FOUND INSIDE THE BOX.

*Western R/C
Flyers*

PETERSON'S "PIPER" PICKED A PLACE TO PLUNDER ITS POSTERIOR

Submitted by Brian Peterson



First of all, thank you for allowing me to join the *Western Flyers Club*. I have met a few of you and appreciate the warm welcome and look forward to meeting all of you in the coming months. It's exciting for me to see the number of scale enthusiasts in this club, since my first passion in RC is scale.

Seeing the outstanding job that Nelson does with the newsletter and having several build projects underway, I thought I would share with you what's up in my shop. On the bench right now, I have an old *Dynaflite, Piper PA 18 Super Cub* that I am rebuilding after an "incident" several years ago. I tip stalled it taking off one day and tore the fuselage in half. I know right?! How does someone tip stall a Cub, but I did it and being totally disgusted with myself, I put the remains on the shelf for several years assuming that I would eventually rebuild it.

Well, that time has come. Even though the kit is not totally scale, I've been adding a few scale features to appease my obsessive-compulsive scale disorder. Wingspan is 103" and it's powered by an OS 35 gasser. Semi-scale flaps and a Robart landing gear assembly have helped dress this airplane up quite a bit. I'm adding some rivet detail and rib stitching to help with the eye-candy factor. I've always used the glue syringe method for stitches and as you can see, that's what I'm doing on this one. I have a pair of pinking scissors to cut the pinking tape with; time consuming, but worth the effort.

Since the wing is already painted, I'm not going to strip off the old paint, but just spray over what is there. It'll add weight, but I don't think it will be all that much since the top coat is white as well. I'm trying some high build primer called *Feather Fill G2* and we'll see how well that works for panel lines. I apply chart tape over a pencil mark and then spray primer over the tape. When dry, I sand down to the tape and then peel the tape off, leaving a recessed "line". I'll be using *Klass Kote Epoxy* over *Solartex* with some glass cloth areas up front for the finish. All JR radio setup using the X-bus system.

Next on the bench will be my 1/3 scale, *Balsa USA*, scratch built *Nieuport 28 C.1*. I've chosen the shark mouth paint scheme, and the goal is to be finished with it by spring.

Happy building and see you at the field.

Brian



Graceland and Flying Fish

By Tim Peters



In early October my wife and I spent a day in *Memphis, Tennessee*. Two of the highlights that we were wanting to see was **Elvis Presley's Graceland** and the famous *Beale Street*. Wouldn't you know that both of these side trips got 'skyjacked' due to aircraft sightings that couldn't go unnoticed.

At Graceland, did you know that Elvis owned a 1958 **Convair 880** purchased in April 1975 and named it **Lisa Marie** after his daughter. More than \$800,000 was spent having the jet remodeled. There are actually two private jets on display, the other is a Lockheed Jet Star.

As we walked '10 feet off of Beale' (sorry, couldn't help referencing the lyrics of the tune "Walking in Memphis"), I noticed the marquee to the 'Flying Fish' restaurant, and captured a photo for you.



*Western R/C
Flyers*

Byron Originals Acft - Part II



Submitted by Tim Peters



This is the second of three articles about **Byron Godberson**, founder of the 'Byron Originals' product line, and his "Aviation Expo" Airshow. WRCF member **Dean Copeland** has close-up knowledge of this enterprise and discusses how the product line evolved.

After Byron became interested in R/C aircraft, he found that could not find products and information he was after. Driven by the same desire that created innovations in farm equipment and marine accessories, he decided to begin producing and selling superior R/C aircraft and gear. The success he had with *Midwest Industries* provided a financial base that none of the R/C industry competitors could match. Having the money and the desire, he started the *Byron Originals* product line. The aircraft were known for their scale fidelity and size—i.e. HUGE. IMAA created a lot of interest in larger aircraft and Byron wanted to be involved, and he was by attending some of their events.

One of the first models produced was the *Byron Pitts* biplane. Fuselages were molded from foam, not the typical wood kit construction. Byron employed both men and women in the local factory to produce both the foam and fiberglass items. The wings were created from a high-pressure compression molding process done in Sioux City, Iowa. Dean says the wings and tail surfaces were formed using special molds that allowed the leading and trailing edges to hold more generous amounts of foam beads than the rest of the wing. During the heating process, this allowed the leading and trailing edges to condense to a denser material, giving those areas additional strength.

Byron contacted Dean to make a one-day trip to Dallas, TX, for the purpose of photographing a full-size **Charlie Hillard Pitts**. He took 150 photos which were used to produce the authentic decals used on the model. Dean flew one of the original *Pitts* at an IMAA fun-fly held in Las Vegas. After winning one of the fun-fly events, the *Byron Pitts* received additional exposure and providing more visibility into the *Byron* product line. At that time, gas engines were just beginning to see use in model aircraft. The *Pitts* was able to use a 35cc-size gas engine along with proprietary belt/pulley mechanics named the '*Byro-Drive*'. This allowed the *Pitts* and other scale products to use propellers properly sized to the planes. Dean related a fun story in which they made a special lightweight *Pitts* employing a *Byro Drive* and a *Rossi-40* two-stroke nitro racing motor. The engine was revving at 35,000 rpm to generate 5,000-6,000 prop speed. Launching

the plane with a hand-toss, it was able to achieve near vertical flight! At an *Orange County* trade show there was an outdoor flying demo at a park that had a walking bridge with a curved arched underneath. The *Byron Airshow* team decided that they would attempt to fly the *Pitts* underneath bridge arch. Team members **Dean** and **Kenny Bryan** were successful in doing this, but **Kenny Bundt** hit the bridge, resulting in a cloud of foam and fiberglass pieces.

The *Christen Eagle* biplane used similar fuse and wing molds and became another early member of the product line.

Scale military and civilian aircraft became additions to the product line. The P-51 Mustang was a popular offering using a Byro-Drive that allowed a 4-blade scale propeller. Byron began using and converted gas motors like the *Quadra* and those used in weed-eaters with the aircraft. Accessories like mufflers and Robart retractable gear added to the fidelity of the scale aircraft. For the P-47 fighter Byron had custom retracts produced using glass-filled nylon, wheels and tires made by a local company in Sioux City. The P-51 was often seen at R/C tradeshows. Other well-known military planes included the Corsair, Japanese Zero and T-34 Mentor. Civilian planes included Sukhoi, Staggering Beech biplane, and CAP-21. Dean flew the CAP-21 to 3rd place in 82 AMA Nationals, won *National Association of Model Aeronautics* flight achievement award, did snap on takeoff with smoke, placed 6th at the *Fountain Valley Scalemasters*, earning the highest place for a civilian aircraft of the 50 pilots invited to the event. The first five places were all military aircraft.

Byron Originals also became well-known for their revolutionary ducted-fan jet models. The aircraft were larger in size from their competitors and used the 6-inch "*Byro-Jet*" ducted fan. A complete propulsion system, the company provided the molded ducted fan unit along with powerful *OS* and *ROSSI* motors and tuned pipes. Models included the A-4, F-86, Mig-15, F-15 (*dual motors*) and the famous F-16. Dean drove every Thursday at noon, doing research on f-16 producing the first prototype using built-up wings. The model was known for having a wide range of speed. At a Dallas trade show a *Northrop* test pilot saw the F-16 on display and asked how it flew. Dean described a situation where the plane would begin porpoising up-and-down during flight. The test pilot told a story where he was directed to do '*taxi-only*' testing of the F-16. The control stick was a fixed-position control stick, located on the right arm rest with pressure sensors (not smooth and incremental). During one high-speed '*taxi*', the plane took off unexpectedly due to the....

Cont. page 9



Byron Originals Aircraft Cont.

....controls.....the pilot realized that the plane would crash and turned on all the fly by wire computers, the plane immediately became stable and proceeded to land.

Dean was contacted by *Hollywood* to produce (3) F-16's to fly for *Top Gun*. One of the planes was to be a shell-only; to be attached to a helicopter probe for filming. Unfortunately, the production company changed methods and the models never got used.

The wood-wing F-16 prototype had a wing failure while attempting a loop during a test fly at the *Ida Grove* airport. The fuselage continued to fly without wings due to the lift provided by the F-16 body, however, there was no lateral control since the ailerons were gone. They used Byron's full-size *Cessna 310* to look for the plane in a corn field, found it, but damaged the 310's gyro (\$\$\$) while searching for the F-16 fuselage. Not fun in an aircraft that size.

Byron Originals also produced a large trainer airplane called the "*Pipe Dream*". The fuselage was a metal pipe; foam wings and tail surfaces, and a small pod for servos and receiver. The model was a good way to get comfortable with large airplanes. It was a popular plane and sold well; with a *Quadra 35*, it was easy to construct, almost 1/5 or 1/6 scale. *Byron Originals* also produced some miscellaneous equipment, a "*Craft Cuddler*" airplane caddy, and a molded plastic flight box that held fuel, transmitter and starting accessories. The "*Craft Cuddler*" had adjustable straps that would hold any size aircraft.

Byron Originals was recognized as an industry leader at this time. During the latter part of the 1980's, Byron had a survey done concluding that there would be little or no growth in the high-end hobby niche. The product consumers were older men, many on a fixed income, and there were relatively few modelers to replace them. There was also a factory fire that damaged some of the molds. A decision was made to sell the product line.

However, that's not the end of the story. In the early 1980's Byron began hosting invitation-only fun-fly events in *Ida Grove*. These fledgling events were to grow into a premier airshow known as the *Byron Originals "Aviation Expo"*. More about that in the final installment.

Next installment: *Aviation Expo*.



COMBINE TO THE RESCUE

It has been several months since a couple of our club members had the misfortune of dropping their models into the middle of the cornfields surrounding our flying field. Okay, "crashed" into the cornfields.

Both thought they had a good bearing on where exactly their airplanes went in. But after many attempts trudging between the 8 foot corn stalks, nothing came up. Note that all total there were not more than three airplanes known to have gone missing. One previously recovered.



Around mid-October, the ARDC workers started bringing in the corn from the surrounding fields. Low and behold, two of the airplanes were spotted from the cab of the combines as they moved through the cornfields. Two airplanes and "parts" were rescued and delivered to a few of our members who were flying at the field. Long story - short; the airplanes thankfully made it back to the owners who lost them.

This story goes without saying that we are fortunate to have such a good relationship with the ARDC folks. It's been said before; being friendly with them goes a long way.

Nelson

Ray Stitts and Sky Baby



'Da Bear(cat)

Submitted by Bernie Baker



I've wrapped up the *Beetle Bomb Bearcat*. It's been a fun build and I'm looking forward to the maiden flight. Hopefully we'll get a warm spell in the next couple of weeks.

It looks like it should be a good flyer, but you never know until you get it in the air. It sure will be easy to see with the bright yellow Monokote. It seems pretty light (*guessing around 9 lbs.*) and I didn't have to add any weight. I tried my hand at a dummy radial for the first time. (*Hopefully it will hold up during my typical "warbird landings"*)

I cranked up the OS 75 in the garage yesterday to make sure the fuel-line plumbing was right. It fired right up with lots of power. So now all I need is a warm day.

Update: Bernie found a warm day 10/28 and was able to do his taxi tests at Mead Field. On the second day out (10/30), he had a very successful maiden flight and a reported "sigh" of relief.



*Western R/C
Flyers*

Light Attack Archangel

Part V



Submitted by Nelson Carpenter



As you can see, I'm close to wrapping up the Angel. It has been painted, and awaits a decision on graphics. The camouflage is three shades of gray on *Sig Koverall*. Some of you are probably thinking: "He'd better not crash that off field, or will have a hard time finding it if it does..." Well no plans to crash.

The twin cylinder VVRC 30cc motor swinging a 19" prop should provide plenty of power. The *Dynaflite Fly Baby* kit that I bashed into the *Ayres Archangel*, called for a 26cc gas motor. Mods I made to this kit included the 60 degree Fowler flaps that activate LED landing lights when extended. Wingspan was lengthened to 87 inches and reshaped wing planform.



The rudder and elevator servos are mounted in the tail. A separate servo located mid-fuselage is used for pull-pull control of the tailwheel. The tailwheel servo will be mixed with the rudder servo.

When coming up with the camo pattern, I found myself "over-thinking" it. I changed the masking several times and even repainted areas. Some would call it OCD and be right.

Remaining work; I need to detail the cabin area which has two crewmembers in tandem seating. Window panels and windscreen to be installed. I will hang ordinance under the wing including a few "Willie Pete" rockets. Also need to add landing gear fairings.



Western R/C
Flyers



~ Western R/C Flyers 2021 Event Schedule ~

Club events posted on **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 Renewal and Application 2021**

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

AMA Number: _____ Payment: \$ _____

2020 Dues: \$35 (Renewals must be paid by **April 1**) New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

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

Make Checks Payable to: Western R/C Flyers

Complete this form (new applicants only); current members include AMA number with mailing address; send check to WRCF Treasurer:

Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118