



OMAHA, NEBRASKA  
AMA 857

## TALESPIN NEWSLETTER NOVEMBER 2021

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### A Word from the President



Sit down, kids, while Uncle Tim tells you a scary Halloween story.....

To keep my internet purchases insulated from my other personal bank accounts, I keep a small checking account linked to a debit card. That account is used exclusively for online purchases. I'm pretty careful about the merchants that I allow access to the card. Even with all that, someone still recently managed to do a couple of fraudulent transactions and clean out the account. (*They left me with \$3.*) Fortunately, the bank made good on the theft and sent me a new card. Maybe you have had a similar experience or maybe you're luckier than I. I'm pretty careful—and if it can happen to me, \_ \_ \_ \_ \_ . (*Fill in the blanks.*)

(end of scary story)

I've been telling you about a new, very innovative method for creating lots of scrap balsa pieces. Those of you who are more skilled-and-talented than I refer to this as "scratch-buliding". My first scratch-building project started a few months ago. The plane is a 1/6



scale model sailplane: *Slingsby Captstan T-53B*. The model is framed-up and nearly ready for final sanding and covering. The existing nose block is being carved to fit an electric motor/folding prop combo. I was amused and a little appalled by the stack of scrap balsa that is produced as a by-product of building. Sheesh. I could have used a wheelbarrow to cart out the leftovers. A pic is provided.

We've got an important Zoom meeting coming Tuesday November 9, 7 PM. Lots on agenda and only 40 minutes allowed. Please be on-time, have your questions ready, and let's make good use of the allotted time. Since I'm running for WRCF President, some of you may want to know what my 'vision' is for the club. As much as possible, I want to keep things as they are. My take is that most of you belong to the club because of the great flying site at Mead. And as long as the aircraft field is maintained adequately, you are 'happy campers', and you probably don't want to get bogged down in the administrative details of running the club. That's my take, and I'm OK with that. We need to keep the landlords happy, and, to some extent, we need to

Cont. page 2

## Word from President Cont.

be 'invisible' to them. We can accomplish that by not making waves; i.e., let's fly safely using well-maintained aircraft and equipment. Let's not interfere with any of the agriculture operations that you see. Let's keep the field clean and well groomed. Let's wave and be friendly to the local university guys when we see them. In other words, let's be 'perfect' tenants.

In addition to those items, what else do the officers need from you?

1. Volunteer. Provide content for the newsletter. Help with the mowing crew. Coordinate lunch for one of next year's flying events.
  2. Be friendly with each other. We all drive a significant distance to get to Mead, and once there, we want to get started flying. Take a minute and say hello to the pilots you know, and introduce yourself to the new ones. A great conversation gambit is to mention that you're tight with the club President.....
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## Treasurer's Report



The 2021 season is drawing to a close and chances of flying will become less and less. With that said I believe that building tables and new projects will become our primary interest for the next few months.

I have received the new membership cards for the 2022 season and renewals from now on will be for the new season.

As of this writing a decision to increase the dues has not been voted on until the November meeting. We ended up the year with a total of 57 members. Should any of you have any outstanding bills for me to reimburse, now is the time to get them in. Thanking you all for a fantastic season and a safe one at that. We all owe a lot to the field maintenance committee for keeping the field in prime condition. Until next time this is your Treasurer signing off.

**Happy Landings**

**- Dean Copeland**

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## ~ ATTENTION ~

What: WRCF Meeting

When: Tuesday, November 9, 2021, 7 PM

Where: Zoom call. Zoom Invitation to be sent out to membership.

Agenda:

Items to be discussed and voted:

1. Officers for 2022. President provides slate of candidates who have been approached and are willing to serve. Additional nominees taken from membership. Election of officers.
2. Dues increase for 2022. Alternate suggestion: Keep dues as they are at \$35/year but allow voluntary contributions, maybe part of the membership application form.
3. WRCF non-profit corporation status.
4. Bylaws presented and voted.

Additional Items to be discussed:

1. Maintenance of club documents.
  2. Web site proposal (need volunteers).
  3. Possible Air Museum (Ashland) indoor air show.
  4. Misc. items from attendees.
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WESTERN RC FLYERS MEMBERS,  
THANKS FOR YOUR CONTINUED  
SUPPORT OF THE CLUB.



## ~ 2022 OFFICE CANDIDATES ~

WRCF Members:

The following group of candidates are willing to serve as officers and coordinators for 2022.

- President: Tim Peters
- Vice-President: Brian Peterson
- Secretary: Tim Ryan
- Treasurer: Dean Copeland
- Safety Coordinator: Mike Lawver
- Field Coordinator: Loren Blinde
- Newsletter Editor/Publisher: Nelson Carpenter

Members are welcome to make additional nominations from the floor prior to the vote which will take place at the Tuesday, November 9th, 7 PM Zoom meeting. If you have recommendations for willing candidates, please let me know soon.

Thanks, Tim Peters

## GET READY FOR IT!

(SPRING DATE TO BE SET SOON)



**WWI and Golden Age Fun Fly**  
**2022** MEAD FIELD

All Models this Era\*  
Welcomed!



\*Inclusive WWI acft thru 1939  
Civilian or Military

Contact: Nelson Carpenter J3flyah@gmail.com  
AMA Required to Fly - Wide Open Space - Large Runway - Easy access Pits

**Western R/C  
Flyers**



## Aviation Weather Forecast at Wahoo Municipal Airport, Nebraska

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

## FLASHBACK NOVEMBER 2016 How many did it take to replace the sock?



# WESTERN RC FLYERS MEMBERS

Current October 31, 2021

	<u>2021 Members</u>		<u>AMA</u>
1	Jim	Hoff Jr.	858014
2	Mike	Vlcek	101775
3	Marvin	Goldberg	6768
4	Jim	Drawbaugh	1215297
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	7572
26	Nelson	Carpenter	5730
27	Harold	Walsh II	716337
28	Jacob	Brown	596446
29	Frank	Trouba	54712

	<u>2021 Members</u>		<u>AMA</u>
30	Jack	Wilhelmi	NA
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
43	Jim	Simonitch	108012
44	Ron	Pacana	96202
45	Bob	Wheeler	775001
46	Skip	Prusha	333250
47	Don	Fiedler	1082603
48	Barry	Rubin	525069
49	Duwayne	Schmelzer	655512
50	Carroll	Jolly	847183
51	David	Wirka	626413
52	Rich	Walker	923881
53	Rick	Miller	5906
54	Jim	Mather	828463
55	Dan	Fitzgerald	1189735
56	Doug	Lichti	239294
57	Luke	Hughes	1137442

Source: Dean Copeland, Treasurer

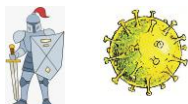
**WANTED:** Your photos and stories. Recent or old. To be used in the club's newsletter. Please contact editor.

## AIR-TO-AIR VIDEO

Posted on RC Groups .... A large RC electric sailplane filmed from a chase drone over some great scenery: <https://vimeo.com/577761912>

With \$2.7k you can buy this 6.4m glider RTF: <https://www.rcgroups.com/forums/showthread.php?3996837-Hanger-9-ASH-31-6-4m-FES-scale-glider>

## KEEP YOUR GUARD UP



# A Message from across the Atlantic

By Lieven Lauver



Dear members of the Western RC Flyers,

Allow me to introduce myself. My name is Lieven Lauwers, 52 years old, lifelong Aeromodeller and vice president for many years of our flying club. My main interest lies in scratch build 1/4 - 1/5 scale civilian aviation types from the 30's and 40's. I live in Belgium, a small country squeezed between France, Germany and the North Sea. You probably wonder by now: how does this guy ended up in our Newsletter?

Well, it's a bit of a story to be honest...a story that starts in the early 80's of the last century. As a young teenager I managed to earn/save enough for my first transmitter and beginner trainer type models. In those days we had several hobby magazines, mostly European - but occasionally I could get my hands on a Model Airplane News copy where I spotted an ad for the Byron Originals Beechcraft Staggerwing. I only ever saw pictures of the real D type (remember this was long before the Internet), and didn't know that a G type even existed. I was completely mesmerized by the shape and lines of this final "end of an era" version - by many considered as one of the most beautiful biplanes ever build.

At that time, we did not have the European Union yet, every country had its own currency, import taxes etc... *Byron Original* kits being subsequently very expensive and thus rare, only affordable for the guys with the deepest pockets. Undaunted however, I wrote a handwritten letter to Byron Originals requesting for more info. To my utter surprise I received a fat envelope from Byron a while later, containing a lot of info on the Staggerwing and some of their other products. I couldn't believe it - a letter from the U.S.A... for me? They actually replied to some kid in Europe with no budget what so ever...? Needless to say that this made a lasting impression - I promised myself that one day I would have one, even if it would take many years...

Fast forward to the 2000's. The internet allowed me to search for a kit, ultra-rare in Europe to start with and already discontinued for many years, I managed to find a reasonably complete one in the U.K. Finally, a quest of decades had ended, I had the kit I wanted for so long. Delayed by other projects, I only started in 2016 and decided immediately to convert to electric power (abundant & seamless power curve, no noise problems, no vibration stress on the airframe etc...).



Finished in the Winter of 2020, I roamed YouTube to find some in flight movies prior to the maiden. I found a movie of a guy named Bernie, showing the maiden flight of his Staggerwing, and asked him some intel. Nelson replied and we started to mail back and forth on projects etc... In one of the conversations, I proposed to write an article for the club's newsletter and... here we are.

Attached you can find some pictures of my Staggerwing. It is an absolute dream to fly, almost like a pattern ship. Naturally, it has idiosyncrasies just as any other airplane. The inherent tendency for ground loop requires firm attention and also an aerodynamic blank out of the elevator when attempting a high alpha 3-pointer must be anticipated - I therefore prefer to put it on the mains. Truly a superb model despite its age, a real testament to the design capabilities of the Byron Team - if you can still find one, grab it!

The below URL link points to a movie flying together with Michel's Cessna T-50 (another extremely rare bird in European skies) in our club. Note however that we kept speed up due to gusty cross wind conditions, and a healthy initial proximity margin was respected. We did 2 more duo flights that day, much more aligned & more at scale speed but unfortunately not filmed.

<https://youtu.be/rL-gckBXCXg>  
<https://youtu.be/vrBwspfGNQU>

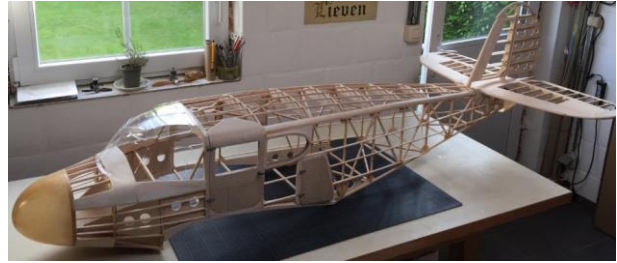


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## Across Atlantic Cont.



As we speak, I am also building the same T-50 (will have a civilian livery though) – see below, scratch build from Don Smith plans. I should have started on the wing by the time you read this article.



I also included some other YouTube links to give you an idea of our club (prior to Covid, we always hosted an international Airshow in September):

<https://www.youtube.com/watch?v=n0M9paxjVrE>  
<https://www.youtube.com/watch?v=HbpG5LEV3Bc>

So, that's it for now.

Great club you have with super infrastructure, good builders and models. As is equally valid for our grey backs populated club: the latter part in the above statement appertains to the airplanes ;-)) As mentioned several times to Bernie & Nelson: I am jealous, so much space you guys have – fantastic!

Being in contact with modelers all over the world it is again confirmed: Aeromodellers do not know ideological, geographical, racial or language boundaries – we all enjoy our great hobby!

Such a shame that only 7500 miles separate us, some flights & beers together would be a treat ;-)

Stay safe in these troubled times and best regards,

Lieven



*Western R/C  
Flyers*

# The Vagabond

By Jud Bock



As a lover of gliders, I seem to build one of them every building season, then get tired of it and take it to the auction. Right now, I am down to only two gliders and one of them has a broken wing. However, as fate entered the picture at the *Omahawks* field about a month and a half ago, I now have three in my hanger.

The encounter with fate occurred when I had completed my flying and ran into past *Omahawks* President **Rick Sessions**, who was standing near the entrance with a bunch of kits on a table. I asked him what he was doing with them, and he told me somebody had donated them to the club to sell and donate the money to the club. He was just storing them in the shed near the entrance. I looked them over and one of them was a kit for a "Old School" "*Vagabond*". I have built a couple of small "*Old School*" models and found the kits to be very nice and fun to build. This was one of their older models with a nice size of 79-inch wingspan for my old eyes to see at altitude. Since my shop was empty except for a re-build needed on my old "*Olympic*", I was in the market for something to work on, so I asked him what he wanted for it. He said, "*make an offer*", and I did, and walked away with the kit in my hand.

When I got home, my intention was to work on it when the weather got cold later in the year, but when I laid it on my workbench, I thought to myself, "*guess I will just look at it*". Well, you know what happened next. The first thing I noticed was that I had a bottle of CA in my hand, had rolled out the very nice plans and was reading the instruction manual. At this point, I should mention that I had no intention to write an article about it, thus no building pictures. You will just have to make do with my documentary and the finished product pictures. Sorry about that Nelson.

If you have never built an "*Old School*" model, I will tell you a little about the kits. First of all, they are made in the good old U.S. of A. The kits are all laser cut and easy to punch out. This kit had quite a bit of lite plywood, so the laser cutting was especially nice. The pieces all were marked with a part number which corresponded nicely with the very good instruction manual. For you older members, you probably don't read the manuals much, but if you do, you will enjoy how well this one explained the process. Also, if you read the manual, it would be hard for you to glue something wrong or in the wrong sequence.

The wing is the first part to build and is a two-piece wing with a steel centerpiece rod connecting the two wing sides. This is nice if you have a small car to take the good-sized bird to the field. The wing has cap strips and sheathing on the spar making it a very strong wing. When I draw up plans for an original plane, I don't like to go to the trouble of cap strips and sheathing as it is quite time consuming and adds weight to the bird. Since all of my planes are electric, I try to keep them as light as possible, and omit extra wood and glue as much as possible. They fly better when lighter but are more

apt to be unrepairable in the event of a crash or poor landing. This bird is built very strong and will withstand poor pilot handling very well. It would be a fine plane for the new entrant into the hobby to both build and learn to fly with.

The kit actually has a slope soarer or power pod option which is easily attached with 4 bolts. On the picture of the power pod, you can see the attached unit on the fuselage



which is a nicely designed way to use it. At the time of this writing, I have not tested the plane, so I will note a possible concern with the power pod. It is only high enough above the fuselage to accommodate

a 5" prop. Because of its size and weight, I am concerned that it may be underpowered. I researched the internet looking for the prop with the most pitch and only found one with a 5.5 pitch. If it is underpowered, I intend to modify the pod to accommodate a 6-inch prop, because there are 6" props available with the pitch that I deem necessary to pull it with authority. My motor is plenty large enough for the bigger prop so that will be no problem.

So, in wrapping up this review, I liked this kit very much and would recommend it to any potential builder. I have inserted pictures of the completed kit, with both the soaring option and the power pod option. This is truly an "*Old School*", glider as most of the powered gliders sold today have the motor on the nose, aka a regular sport plane.

The finished data on the plane is as follows.

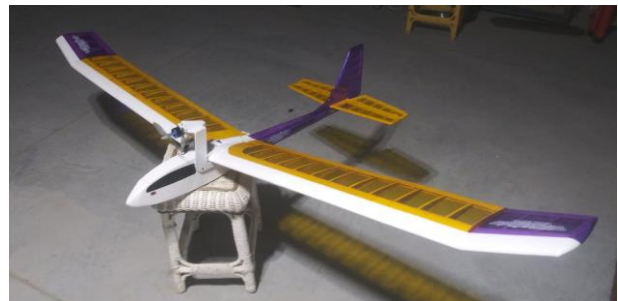
Wingspan: 79 inches

ESC: 25 amps

Motor: 2212-1000 KV

Finished weight: 2lbs..4 ounces

Battery: 2200-3S



With engine pod attached.



Without pod.

# Density Altitude

Photo by Jim Hoff

View is of my Sig 4 Star 60 biplane just after take-off at our field in Steamboat Springs, Colorado. The mountain in the background is actually more than a mile away. The plane is really a gentle flyer and easy to land even at 6800 ft asl. I still hope to make it to Mead to fly it there before the snow flies.

Take care. Jim Hoff



# Ziroli A-6 Skyraiders

By Larry Inness



Yes, it's plural, I built two - 101 inch wingspan Skyraiders. One for a customer in Kansas City, Dennis Johnston, and another for myself. I built them from National Balsa kits and Ziroli plans with accessories from Ziroli. Dennis wanted an ARC, (almost ready to cover) with the engine and servos installed. A 3-piece wing was constructed on both. Callie, from Callie graphics, chose my scheme. The A-6F 00 was a special design made for a commander of the squadron in the early stages of the Vietnam war.

My Raider has a 100-inch wingspan. It is equipped with HiTec servos and a DLE 65 with a 24 X 9 prop. Also, an IBEC voltage regulator with two Lipo batteries and Robart electric retracts and wheels. Panel lines and rivets give it a final finish. It is for sale on my web site: [www.linness.com](http://www.linness.com)

I enjoyed building these kits. I have built Hostetler and Vailly kits of this size before but not a Ziroli. The kit and completion kit cost \$900 but did not include plans and accessories.



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## Raider Cont.



## MEAD FIELD WEATHER



[https://www.wunderground.com/dashboard/pws/K\\_NEMEAD16](https://www.wunderground.com/dashboard/pws/K_NEMEAD16)

UPGRADED STATION

# Tiger Moth

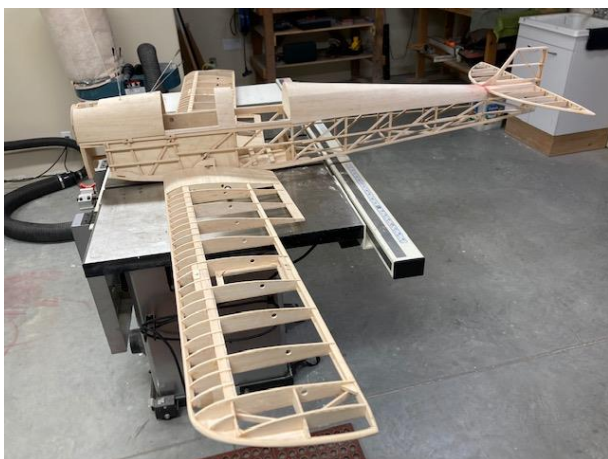
By Bernie Baker



What I am currently building is a Bud Barkley 1/4 scale kit that has an 88-inch wingspan. Progress on the *Tiger Moth* has been slow for the last couple of months due to vacation time and repairing planes from various pilot errors. However, it is starting to come together. I've got the four wing panels done and started to attach and align two of them to the fuse.

There's going to be some trial and error with this, and the final setup will be fine-tuned with the rigging. I opted to use *Kevlar* line (100lb) test for the rigging, as recommended by Larry Inness. So if it fails, I can blame him. It gets good reviews from other modelers, so I doubt that will be a problem.

We've had some great flying this fall and I'm hoping to get some more in before the weather turns bad.



# Missouri News

Howdy all!



My gosh it's been a fantastic month to fly here in the Ozarks! Check out the latest AMA magazine *District News*. My new club has a great write up in that issue. These guys are a fun bunch. The field here is very similar to *Western Flyers* field. Wide open in front and to the right. Trees to the left end. This field has a crown in the middle so you need to plan your landing well with big airplanes. Their favorite airplane is basically a club design. The airplane is capable of an amazing 3D envelope of maneuvers. Some use electric, others use their favorite OS. 12\$ invested before engine and flight pack. Cheap fun!!! **Frank Noyes**, Club Prez, insisted I fly one of his. He told me what to expect and he was right. Small inputs and use rudder all the time. It was fun.

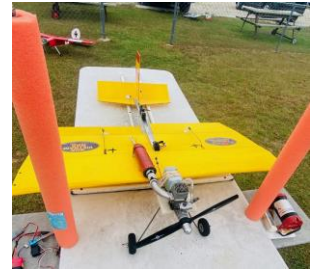
Scale wise, I'm getting some time on my *Nieuport 17*. This is an SAP (*Scratch a Plane*) I built in the mid 80's. Before I moved down here, I let it get away. Could have kicked myself for doing so. But it's back in my stable. *SAP Aircraft* had very similar designs to *BUSA*. In the same timeframe, I built the *SAP DR1* as well. It's still out there, in the *Western Flyers* stable of talented flyers. They were well designed, but scratch building from plans is a lot of work, so limited the popularity. When I bought mine, they were ought of *Eureka, Arkansas*. They sold the plans, and for an extra charge supplied ribs and bulkheads cut from plans. That was my option. Bud's hobby supplied all the *Sig Balsa* to complete. When you peer into certain areas of the fuse, you can see the "*Bud's Hobby*" prices on the *Sig* labels. That goes back a ways! These are still available at [eurekaaircraft.com](http://eurekaaircraft.com) today! Although I think they are now owned by someone in Iowa. Still a great scratch kit. They can supply short kit as well. *Fiberglas Specialties* for cowls.

Over the last few years there has been a resurgence of WWI Fighters. German, English, French, you name it! Large groups of these show up at Warbird events I frequent. I travel to *Georgia* again in a few weeks. *Hodges Field*. That's an awesome field, and fun bunch of guys to fly with. Many of them have held *Top Gun* trophies. I feel lucky to be a part of that. Again, brother **Larry** will accompany me. Also, my beautiful bride **Renae**, and my yellow lab **Mo** will be going. That will be another article to follow.

Jim, Jack, Nelson and all of y'all have a standing invite to come down sometime. Soak up some southern goodness, and go fly!!

Take care all. Stay safe! Enjoy the pics!

Dave Kelly



# Vintage Wanderer

By Nelson Carpenter



The *Wanderer* is a vintage 1976 *Mark's Models* glider kit with a wingspan of 72 inches. This is the kit Larry Woscyna gave me for building his *Bogie 72* as seen in the last three issues of *Talespin*.

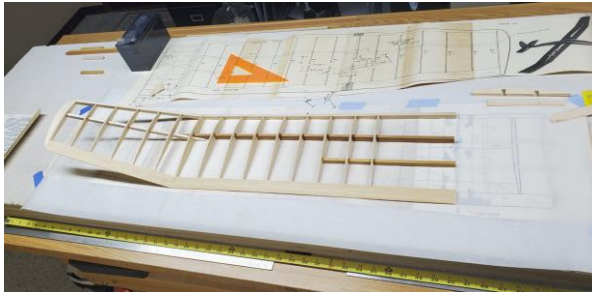
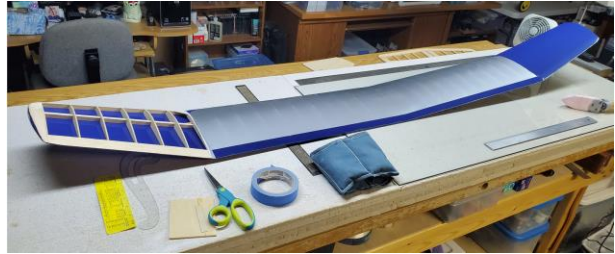
This glider kit went together fast. Mostly because it has a basic wing, tail, and fuselage structure. A good break from the large-scale models I usually build.

I used silver and blue *Hobby King* covering material. It comes in 5m rolls at a decent price. Lighter weight than other coverings, and goes on well. I have installed a small EP outrunner motor (*Cobra 2217-20 KV=950*) with hopes of getting some decent flights out of it. Next on the building table is the quarter *BUSA SPAD 13*.

Yes..... Those are *Air Force* colors.



I changed the profile of the vertical stab and rudder to give it an updated look.



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Western R/C  
Flyers



## Western R/C Flyers Event Schedule\*

\*Posted on **Metro Area RC Flying** website calendar.  
[http://www.metrorcflying.com/metro\\_schedule.htm](http://www.metrorcflying.com/metro_schedule.htm)



### Western R/C Flyers Inc.

### Membership Renewal and Application 2022

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

Name: \_\_\_\_\_

Street: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

AMA Number: \_\_\_\_\_

**2022 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. Applicants provide AMA number, postal address, and email address.

send to:

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