



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

October 2016 Issue

**President: Rick Miller**

Phone: 402-624-2530 email: [rick.miller@kellogg.com](mailto:rick.miller@kellogg.com)

**Vice President: Rick Haneline**

Phone: email: [richh55@msn.com](mailto:richh55@msn.com)

**Website Director: Joe Halamek**

Phone: 402-592-7876 email: [Weflyrc10@yahoo.com](mailto:Weflyrc10@yahoo.com)

**Treasurer: Dean Copeland** email: [dcopeland937@centurylink.net](mailto:dcopeland937@centurylink.net)  
Address: 15668 Fountain Drive, Omaha 68118 Phone: 402-334-2787

**Secretary: Tim Peters**

Phone: 402-758-8936 email: [tpetersrc@cox.net](mailto:tpetersrc@cox.net)

**Tailspin Editor: Nelson Carpenter**

Phone: 402-709-3651 email: [nelsonsc3@cox.net](mailto:nelsonsc3@cox.net)

### A Word from the President



Hello fellow - and lady - club members forty strong! Yes, we are doing quite well with membership, and welcome the new members who joined this year.

What our club instills is friendship, promotion of the hobby, mentoring, safety, courtesy, respect for others - and the list goes on. Yes there are rules, but we want everyone to enjoy this hobby, and if you have the above going for the club (*which we do*), then it happens.

Folks, I have had a tough year for a multitude of reasons. Not only has my work been very demanding, but by the end of October my back surgery will have been performed and put me on the road to better health. I truly appreciate all that you have done to help out and encourage me. That said, I hope to serve you another year as club president if you will have me.

**Thanks!**

**~ Rick Miller**

### Next Quarterly Meeting:

7:00PM **TBD**

Papio-Missouri River NRD Bldg



### Vice-President's Corner



I am running late with this article, so I'll make it short. I got my new *Radian XL* out to fly the other day, and it flew great. Starting to get into the winter building season, so I expect to see some new planes come spring.

**That's it!**

**~ Rick Haneline**

## Treasurer's Report



Not much going on in the treasury, only our monthly porta-potty service, some maintenance bills, and some income from past events. The club continues to be stable with the membership we have, setting at 40 as of this writing.

Your Treasurer

~ Dean Copeland

## Secretary's Note



Western R/C Flyers held the October meeting on Tuesday 10/11/2016 7 PM at the Chalco Hills center. There were only (3) members in attendance. That did not constitute a quorum so no official business took place.

Regarding WRC officers for 2017, Rick Miller volunteered to serve as President. Tim Peters is willing to serve as Secretary.

## How Large is Mead Field????



Approximate measurements as taken from Google Earth. Runway length 620' by 130' wide. Roughly 3.1 acres inclusive of parking area, pits, and runway. Plus a vast overfly area.



# Building Up-North Country

Report by Jim Drickey  
the "Rubber Band Man"



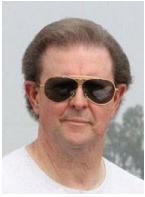
Is this what you want to see ....seeing the building of R/C airplanes ? ....Yes ! , It is , it's what we want , I want to see more building from everybody , F\*\*k the flying , anybody can fly , let's see the build , without that , there is no flying ....if I had my way ARFs or foam s\*\*t would not be allowed at the field , only the airplanes people actually build themselves ! , then and only then you will have the truth of model airplanes laid out for people that think they are really players in this hobby ! . I do not want any ! and I mean any of this copy corrected if you would decide to use in Western Flyers news letter , no corrections what so ever ! , do not edit my speech to make it sound political correct ! , If you find my way of communicating to offensive , then don't print it I make no apologies to anyone, it's who I am , take it or leave it . I don't know why you use any of my crap any way , what about others in that club down there that should be bringing the true spirit to the hobby of flying model airplanes , by that I mean people that build and then fly their own creations . Am I too hard ? , I'm sorry , but I don't like the way the hobby is evolving , I guess I'm just becoming an old man in the business . 60% of the leaves are on the ground , we are way past peak for color , a cold rain and wind today will take more down . Started to take dock in and pontoon out yesterday , will finish tomorrow .

All for now.....Jim D. Up North



# WACO YMF-5

By Jim Henley



This build is of the "30's" classic WACO biplane which (*in my humble opinion*) one of the most beautiful aircraft of that era. This kit while referred to as an AMR (*American Modelers Research*) is actually a *Genesis* kit. In other words it predates the AMR kit somewhat.

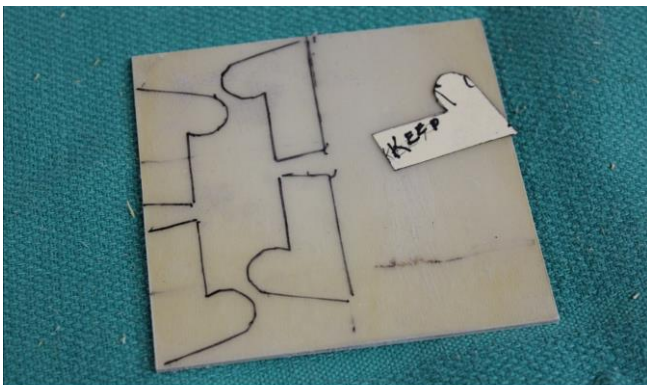
This is a "sport scale" kit and as such does not have an exact "scale profile" while these airplanes have won at events like Top Gun, it does require some modification. I purchased this plane from the original builder who had started the build but decided not to finish it. Everything I found upon close examination was done carefully and EXACTLY per the instructions.



WACO has a 10 ft wingspan (Top wing); weight: 50 lbs power: Moki 215 radial engine; redundant A-123 batteries; Hitec HS645 servos.

While it is not my intention to build a "top gun" level airplane, I do want to get the profile as close to scale as I am able to. The photos show modification to the wing tips, adding corrugations and rivets to the ailerons, the stabilizer profile was thinned and the servos were relocated from the stabilizer to the fuselage. Research developed prior builders had to add incidence to the stabilizer above the kit recommendations to improve handling characteristics. I have added the ability to adjust the stabilizer from the ground so that field adjustments can be made.

It is my goal to add enough scale detail to enhance the aircraft without overwhelming the plane. I will periodically add photographs as the covering and details are added.



Aileron horns laid out on G-10 / Ply laminate



Bottom view of modified aileron linkage and control horn



Wing tip as designed



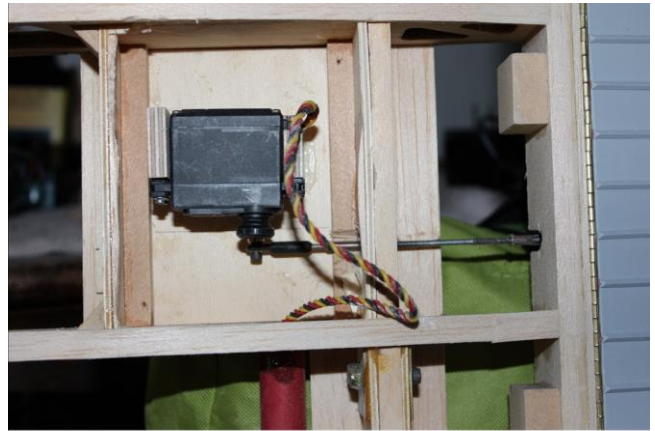
Components for ground adjustable stabilizer incidence



Stab with adjuster assembled and incidence gauge

Cont. page 5

# WACO YMF-5 Cont.



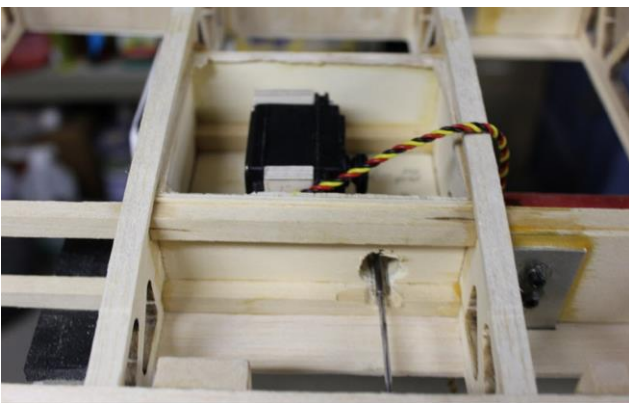
Aileron servo with linkage



Aileron horns laminated with 1/8 ply Top Left aileron with new horn let into aileron leading edge.



Top of adjuster and stab assembly



Aileron servo in modified position push rod now goes through trailing edge



## Sock Repair at the Field

Over the weekend of Oct 8<sup>th</sup>, the club's *Emergency React Team* was activated into service to reinstall the windsock that had blown off. Rick Haneline rescued the sock from the ground the day before. With the expertise and skill of these eight ERT members, the windsock was back up and flying in the wind.



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*Western R/C  
Flyers*

# 'Fun with Maps'

(Airspace Maps, that is!)

By Tim Peters



I recently passed the FAA Part 107 (SUAS) exam to earn my Commercial 'Small Unmanned Air System' (i.e. 'Drone') license. Although the exam contains a number of aircraft-specific questions (like Lipo batteries and aircraft performance) there are a lot of questions that have to do with understanding the U.S. airspace. After getting introduced to how to read them, I became really interested in understanding the airspace section maps related to our area of the country. You have access to this information as well; just use the internet: <https://skyvector.com/>

Here's a snippet to get you started. It shows the airspace around the Mead flying site. See if you can answer these questions. I'll have the answers in next month's Tailspin.



1. Note the WAHOO (AHQ) designation. What does the '122.7 'C' mean? Can you get a weather report describing weather at that location? What does the 1224 \*L 41 mean?
2. 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? Is this in a controlled airspace?
3. What does the symbol that looks like a capital 'M' located close to Yutan? What do the 1588 (248) numbers mean?
4. What does the black line with the 'hash marks' passing through Wahoo, Mead, and Yutan signify?

If there is interest, we can do more of this in upcoming Tailspin issues. Let me know. (tpetersrc@gmail.com)

## Dean's Mystery Airplane



ANSWER: To be revealed with actual photo in an upcoming newsletter. Any guesses? Send them to me, and I'll publish with the reveal. ([Nelsonsc3@cox.net](mailto:Nelsonsc3@cox.net))

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

# October Flying at Mead





# F7F Tigercat

By Dean Copeland



Thought I would give you an update on the "F7F Tigercat". We now have a total of 6 flights on her, the first one was nasty (*nasty aileron oscillation*) when the landing gear broke and dealt us a blow with some serious damage, the team dove in and with-in a few weeks the plane was ready again for another test flight, the second flight was somewhat disappointing as well, we were still dealing with an aileron oscillation with flaps and slower speeds.



Then as if we needed something else to go wrong one of the engines was only hitting on four of the five cylinders, after three or four tries to get them running. Both engines were removed and sent to the factory. The ignition coil on that missing cylinder was bad and replaced. The factory test ran both engines prior to sending them back. With both engines now running to perfection we were ready for another test flight.

Changes were made to the transmitter expo which were a great help, but on the third flight the oscillation was still there when making a landing approach. On the fourth flight I asked **Dave Kelly** to give it a go and when I saw the oscillation I was happy only to the effect that it was not me. But in fact some sort of problem with the plane. So while Dave was flying, I made more changes to the transmitter trims. Finally he and I came to the conclusion that there was a trim problem with the flaps. With the flaps down, and aileron trimmed to a point that the oscillation had subsided, Dave made one of the first landings that didn't ruin the nerves of the pilot. I made flights #5 and #6 with the new trim settings, and was able to get on the ground with some semblance to a normal landing.

Once the plane was back in the pits, and prior to putting it on the transporter (*a somewhat elaborate device for putting the plane in when taken apart, got to see to appreciate it*) it was discovered that one of the outboard flaps was extending further than the other three causing the roll to the right. Hence oscillation was being induced by the pilot while correcting for the roll and then allowing the aileron stick to return to neutral, it would roll again as we would correct and on and on. The fix will be simple, Amen.

Not all was bad during the test flights, with the flaps up the plane is one heck of a beautiful flying machine and there is no sound like two "Moki" 5 cylinder engines running like watches. The team will be going to work finishing all the misc. details to complete the project. More test flights to come with cowlings and gear doors.

## Top Gun Unlimited Class

The *Unlimited Class* that we are flying in at *Top Gun* means anything goes, cost, builders, materials etc. and is made up of the following crew:

- **Jack Wilhelmi** Owner
- **Dean Copeland** Pilot
- **Dave Kelly**
- **Bud Kilnoski**
- **Frank Trouba**
- **Mike Gross**
- **Jim Henley**

At *Top Gun*, crew members must wear uniforms similar to *NASCAR*. The plane is all composite, has a wing span of 120", weight is 73 pounds dry and carries 80 ounces of gas.

The building has been done at Jack's house in a very nice shop to say the least.

All but the first test flights have been done at Tecumseh using the 3500 foot x 70 foot wide new runway, great place to fly.

# Warbirds Over the Rockies

By Dean Copeland



Here are some pictures taken in Denver the last week of September. First picture has my yellow plane in front, the second picture has more planes.

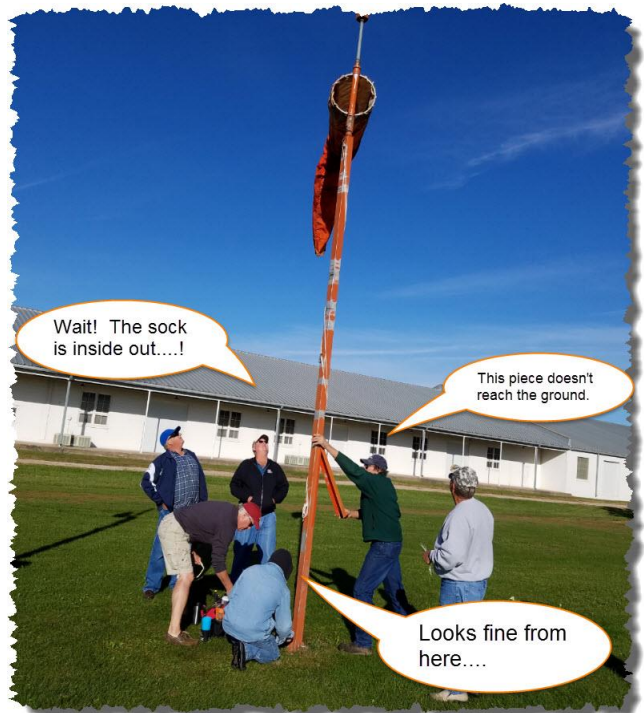
There were about 130 pilots and about 300 planes in all.

You can see the foothills of the Rocky Mountains in the back ground. The venue was at about 6,000 feet elevation.

The photos were taken early in the morning and none of the spectators had arrived yet.



## What was said.....



*Western R/C  
Flyers*



## ~ 2016 Western R/C Flyers Event Schedule ~

### January 2016

- **Wednesday, Jan 7th** - Club Meeting 7pm, NRC, Natural Resources Center, 8901 S. 154<sup>th</sup> 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. 154<sup>th</sup> 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. 154<sup>th</sup> 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. 2016 Membership Application

Please print clearly!

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

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

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

Evening Phone: \_\_\_\_\_ Day Phone: \_\_\_\_\_

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

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

Amount Paid: \$ \_\_\_\_\_

**2016 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**