



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

October 2017 Issue

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A Word from the President



Well the year will soon come to a close and the club has had a good year. Despite the weather, we all managed to get in some good flying days. I imagine we will have more of those days before the end of the year.

With a couple of months remaining, we all need to think about officer nominations and elections coming up. Typically we receive nominations during the month of November, with actual elections the following month of December. If any of you are wanting to run for an office, please let one of the current club officers know.

Be sure to read the enjoyable story about the *Ercoupe* pictured on this page of the newsletter. It was written by club member **Jud Bock** and is about this very same aircraft that he owned.

Thank all of you for avoiding the muddy areas when driving into the pits. Preventing ruts makes a difference in the long term. As you are finding out, it is easy to drive along the diagonal road east of the field, and then turn in on the southeast corner of the field. Just remember to stay along the back edge of the field as you drive to the pits.

See you at the Field!

- Rick Miller

Next Meeting: TBD



Vice-President's Corner



Hasn't been much flying done lately around here. Bad weather and been busy. I have acquired four planes lately though. I got myself a birthday present which is now ready to maiden. I also picked up an *Astro Hog* with a *Saito* four stroke, a 72 inch Yak new in the box, and an almost completed *Rascal 110* with all the servos in. just needs the tail glued on and stuff hooked up and adjusted. It is set up for a DLE 20 which I will have already. I'm hoping to get three of the four tested before winter.

Don't forget the *Omahawks* auction on the 29th. By the way my birthday present is a *Rascal 80* with a *Thunder Tiger* .75 four stroke. I hope you all are going to build or buy something new to show off come spring. I will shut up now so I can send this to Nelson so he won't holler at me.

Fly 'em!

- Rick Haneline

Treasurer's Report



Nothing like a plenty of rain to make the grass grow and stifle any chance of flying. Not much of a float plane type of guy, but may have to resort to that. As for the treasurer's report, activity in the money department is very slow this time of year of the year.

I do however have some good news, July and August events produced a net profit of \$127.68 even after including fuel cost for the mower. Won't be long and it will be back to building season. So it is time to select that new project and cleaning off the work bench.

Hope to see you all at the field a few more times before snow starts to show up.

Your Treasurer ~ **Dean Copeland**

Meeting Minutes

Editor's Note - the following meeting minutes were inadvertently left out of the October Newsletter.



A special Western R/C Flyers club meeting was held Tuesday August 22, 2017 at the Mead flying site. Meeting called to order by President **Rick Miller** 7:15 PM. (5) WRCF members present.

As this was a special meeting, there were no minutes presented. Treasurer **Dean Copeland** was not available for a treasury report. No 'Old Business' was discussed.

Bud Hall 2017: Rick discussed the upcoming *Bud Hall Event* to be held Saturday, Aug 26 with rain date Sunday Aug 27. The landing fee was discussed. It was decided to continue with the \$10 fee as advertised. Rick is looking for some assistance with putting on the event. Several volunteers agreed to help. Rick will arrange for the lunch supplies. The weather forecast for Saturday was discussed. Sunday may be used as an alternate day if needed.

Other 2017 Events: Rick said there is a need for more meetings in order to organize flying for the remainder of the 2017 season. He indicates there may be interest in a day for training and practicing pattern maneuvers similar to the monthly Old-Timers/Glider get-together.

Meeting adjourned at 7:40 PM.

The following summaries those who were at the special meeting and what they flew afterwards:

- Flying conditions were good before and after the meeting. Most of those present were preparing/testing aircraft for the *Bud Hall* event.
- **Randy Tentinger** was readying a 'Road Runner' for the *Bud Hall* event that was actually built by **Bud Hall**. The plane uses a 'Cheetz-42' gas motor and *Futaba* gear.
- **Rick Haneline** was preparing a *Taylorcraft* 1/4 scale for Bud Hall. It uses a '1st Place' 1.3 gas motor and *Futaba* electronics. He also had a 'Big Stick' that he flew with a *Magnum 46* motor and his *Spektrum* radio.
- **Rick Miller** was flying *Edge 540* with *Futaba*.
- **Mike Lawver** was testing his *Laser* with *Quadra 75* and *Futaba*.
- **Tim Peters** flew his *Andrews Aeromaster* (OS 60) and *Airtronics Olympic 99* sailplane. He also test-flew a *Sig Rascal 40* that had been resurrected from the recesses of the *Skunkworks*. It uses an OS 52 4-stroke. All aircraft had *Futaba* gear.

That's it ~ **Tim Peters**



Round the Skunkworks

By Tim Peters



It's about 4:30 PM Wednesday, October 4, 2017, and I'm on the gravel road headed westbound toward the blacktop road that leads into Mead. It was a great day (*weather-wise*) for flying, but I only had two short flights during the 4 hours I spent at the field. I'm feeling dejected as I'm leaving the field having lost one of my favorite planes—my *Airtronics Olympic '99* sailplane that I've had for 35 years. I had recently modified the Oly with a camera platform for doing FPV (*first-person view*) flying and had a lot of fun the previous week making airborne excursions around the *WRCF* field. Today was different—I lost sight of the plane while in flight, and spent two hours searching unsuccessfully for it. I'm tired and my shoes and socks are soaked from various water holes that I stepped into. But I'm getting ahead of the story—let's go back to the start.

I've been having a lot of fun with RC FPV this summer and purchased a couple of *Horizon* Ready-to-Fly planes just for that purpose. The most recent is the '*Theory-W*' wing. It is an ARF Bind-and-Fly wing platform (2-foot span) with elevons, equipped with motor, speed controller, receiver and servos. I had just received it Tuesday and had made a couple of test flights (*no FPV*) to get used to it. It's fast, but has some in-flight settings with which you can control how the plane responds. It has a neat '*take-off*' setting that keeps the wings level and applies just enough up-elevator for a safe climb-out when launched. That's the setting I was using on Wednesday. But the time for test flying is over—it's time to do FPV!

I launch the '*Theory-W*' without FPV, let it climb to about 75 feet and put the FPV goggles down. It's doing great and the FPV works fine—for about 30 seconds. Then the video fades and quits entirely. (*Still looking at why that happened.*) I pull off the goggles and look frantically for the plane in the direction I thought it was going—but it's gone. No plane, no sound, no nothing. I put the transmitter down (*still switched on...more about that later*). I start searching near the SE end of the field thinking it was headed toward the mower shed. No sign. I walk up-and-down the road east of the field and meet up with one of the University people who was driving through. I tell him I lost my '*white, 2-foot wingspan*' model plane. He assures me he will mention it to his co-workers and they will watch for it.



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I walk back to my vehicle, drive around on the roads and make some short excursions on foot. No airplane. I remind myself that the plane could potentially fly some distance with the '*take-off*' setting in effect. (*That does not reassure me.*) After about an hour I go back to the pit area and I hear my *Spektrum* transmitter beeping. It does this to warn about the transmitter being on but not active. I shut the transmitter off and find myself wishing that the missing plane had a similar beeper. (*Even Loren Blinde reminded me how useful such a device would be in case I lost a plane doing FPV.*) By this time I tell myself there's a lesson to be learned from this—you really should not do FPV without a spotter.

I give it one more chance and begin walking south about 70 yards from the pits. Soon I hear a repeating noise from the grass—not a beep, just a repeating '*rustle*'. It turns out that the '*Theory*' motor (*rear mounted pusher*) is trying to activate every few seconds since the transmitter is now off. The rustle sound is the prop trying to spin but hitting up against the grass. I follow the rustle and find the plane in some tall weeds, totally undamaged.

I cannot believe my good luck. (*I am guessing that the 'take-off' setting kept the wings level while the plane went down.*) I will not have to explain to my wife how it is I lost an airplane that I've only owned for 24 hours. Life is good, and lessons learned have been forgotten. It's such a great day that I should put away the *Theory-W* and fly the *Oly* glider using FPV. After all, the *Oly* flew great the previous week and was a lot of fun. Installed the lipo in the glider, launched it, and put the goggles down to begin FPV.

Next month—what happened to the *OLY* sailplane, and how do I explain that I lost another airplane to the locals—especially since I told the guy to be on the lookout for a '*white, 2-foot wingspan*' plane? (*The Oly is a 99 inches wingspan and blue/yellow.*) Stay tuned!

SPECIAL RECOGNITION



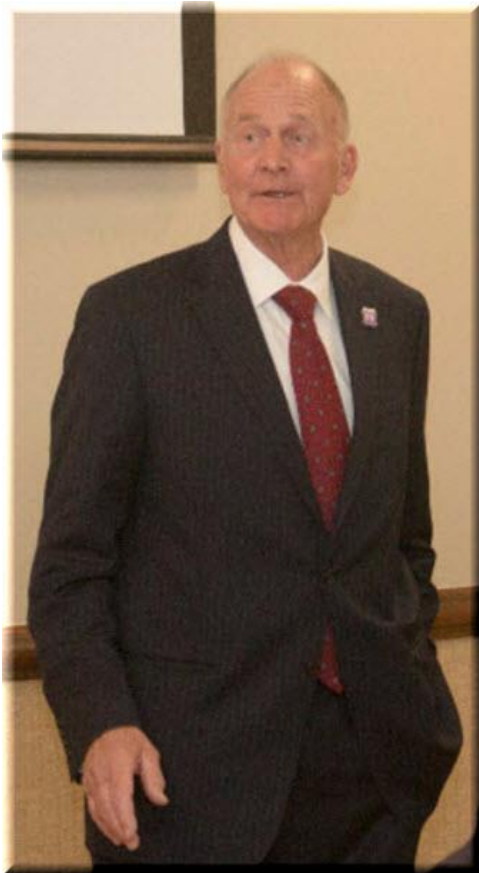
AMA District IX added 7 new photos.



Yesterday at 11:54 · 🌐

On Saturday, September 24th, we were able to surprise long time owner of Bud's Hobby Shop with the AMA Lifetime Achievement Award. Jack Wilhelmi masterminded the dinner for Bud and about 100 members of the Omaha/Council Bluffs flying community were present to attend the presentation. Bud's contribution to flying in that area are legendary. Hobby shop owner, great pilot, event organizer -- he left his mark a multitude of area flyers. I was one of those whose flying career he touched along the way. Thanks to Jack Wilhelmi, Nebraska AVP Tyler Brown and all who helped to make this tribute happen. Congratulations Bud!

ARTICLE AND PHOTOS OBTAINED FROM AMA DISTRICT IX WEBSITE NEWS.



BUD KILNOSKI



Bud Kilnoski receives AMA Lifetime Achievement Award from District IX Vice President Jim Tiller.



Displaying his award to some of those who gathered for the presentation.

Sunday, September 24th, 2017 a group of 60+ people attended a surprise event for **Bud Kilnoski** at the Hoy-Kilnoski Funeral Home in Council Bluffs Iowa. Bud was presented with the Academy of Model Aeronautics Life Time Achievement award for all of his contributions to the modeling community. This was a total surprise for Bud as he was told that the event was to discuss new AMA rules for inspection of large model aircraft. As a hobby shop owner and modeler, Bud has been a great ambassador for the R/C hobby over the last 50 years. Congratulations, Bud for a long-overdue recognition! - **Tim Peters**



The Ercoupe Remembrance

By Jud Bock



When I perused the September Newsletter, I spotted the magnificent “Ercoupe” model picture Nelson took at the 2017 “Bud Hall” gathering. I was unable to attend, so viewing the many pictures was entertaining, but when I saw the “Ercoupe”, the memory bank in my head began flashing, “Danger, Danger, Bad Decisions Ahead”. While this tale was instigated by the pictures of the Ercoupe model, it is actually a true story about yours truly and a full size “Ercoupe”.

Back in 1975, I was the owner of a brand new private pilot’s license. I was also flying R/C at the time, and was a member of the *Omahawks*. A couple of my best buddies in the *Omahawks*, **Larry Quigley** and **Dick Ross** and I decided to make the annual trek to Oshkosh, the greatest gathering of planes in the country, held each year in Oshkosh WI and sponsored by the Experimental Aviation Association. A little side bar, if you have never attended the gathering the first week of Aug. every year, and are an aircraft enthusiast, you are really missing a great experience. As an attendee for 8 or 9 years, I speak from experience.

We arrived there on a Friday I believe, and walked our legs off the first day trying to see the hundreds of airplanes and exhibits everywhere. Everywhere around the grounds, are bulletin boards with various tidbits of info including ads for selling many items. I stopped to read some of them and happened to see an ad for an “Ercoupe” for sale, 1946 vintage with many refurbished parts and a working radio. I located Larry and Dick and asked them if they would be interested in buying it with me. I was tired of renting planes when I wanted to fly, and wanted to have one of my own. The price was \$3,000.00, so it would be \$1,000.00 each.

I knew they both wanted to learn to fly, and I could fly it back to Omaha since I had a license, and they could learn to fly in it with an instructor of their choosing. They were very interested and we decided to go look at it. It was about 50 miles away, so the next morning we fired up the old Ford wagon we had come to *Oshkosh* in, and drove to see it. It was actually a very nice old bird, painted white with red striping. We met the owner at the little grass strip airport and he showed us the “Coupe” and the logs.

He took us all for a little ride and we were sold. We gave him a down payment, and made arrangements to meet him for the check ride and to finish the sale.



So, we went home, made the financial arrangements and it was decided that I would fly commercial to *Chicago*, and another short plane ride to *Oshkosh*, where the owner would pick me up and take me to the airport. Then I would get the check-ride, and fly it home. Sounds like a piece of cake, huh? It did to us too at the time, but Murphy’s Law came into the picture and you all know how that goes, “*If anything can go wrong, it will*”.

So, as planned, I made arrangements to fly to *Oshkosh*, and the owner picked me up and took me to the airport. As promised, we took the check ride and it was like I had been flying it forever. To you readers who are not familiar with an Ercoupe, the rudders and the ailerons are coupled, and interact together, so there are no rudder pedals. It is a trike, and you steer it on the ground using the two brake pedals. The front wheel is on a swivel so it turns when the individual brake pedal is pressed. The control is a wheel rather than a control stick, and it is rather like driving a car, in that you turn the wheel for aileron control and pull it back and forth for elevator control. It is a very easy airplane to fly, with a few exceptions. For this tale, I shall not get into those.

So, the check ride went well and as it was late in the afternoon, I decided to go to a motel in the town and leave for home in the morning. Up to this point, everything was going as planned and my apprehension had pretty much disappeared. I was ready to make the trip and eager to get going. The adventure would start the next morning.

(To be continued).....



B-26B-2MA, 41-17901

"Bucket O' Bolts II"



By Dave Kelly



This is a documentary of my father's WWII experience as a gunner on B-26s flying out of Africa. At the encouragement of others, I submit these monthly for the newsletter.

Sept 16, 1942

Mission 31

I was on a raid over Italy today

Sept 18

Mission 32

Over Italy again today. I really stared death in the face today.

(My Dad did not like to talk about this entry. The most he said about it was that he could clearly see what his 50 cal Browning Machine Gun did to an enemy pilot as he fired upon him. He would become very quiet and told our mom he would have to pay for that someday.)

Sept 20

Mission 33

On a raid over Italy again today. Eight holes in my ship at my position. Flak took the sights off my guns. Landing was rough

Sept 21

Mission 34

Flew another raid on Italy.....(not legible after that)

Sept 24

Mission 35

Raid on Italy today. Major Wright, Sq. C. O. was hit by flak today and died. He was a swell guy. We also got holes in our ship.

Sept 25

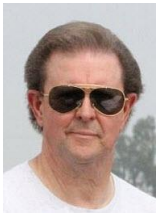
Mission 36

Another raid on Italy. 901 our old ship, cracked up today. The gunner will survive. All the rest were killed.



WAR BIRDS OVER ROCKIES 2017

By Jim Henley



I had the opportunity to make the trip to Arvada Co. to be part of the 2017 War Birds over the Rockies event. I went with Dave Kelly who took his B-17 and we met up with Jack Wilhelmi and the *Tiger Cat Team* the next day. Between the two teams from Omaha we had the largest scale models, except perhaps the P-47 and F-104 belonging to Brian O'Meara.

We had good weather and met lots of friendly folks from all parts of the U.S. Some of the models were breath taking in the amount of work, and detail that had done to them. Others brought an array of ARF's but all the pilots flew hard and fast. Jack Wilhelmi's *Tiger Cat* won "pilots choice" which was awarded Saturday night at the banquet. I did not get too many photos; being a crewman for two aircraft kept me busy (*And out of trouble.*) Needless to say we had a terrific time and if I am afforded the chance to go back next year, I plan to take a plane to fly.



Brian O'Mera's P-47



F-7-F Tigercat



Cont. Page 8

WAR BIRDS OVER ROCKIES Cont.



Brian O'Mera's F-104



Pilot's choice went to Jack's Tiger Cat



Dave Kelly's B-17

Western R/C
Flyers

FLASH BACKS

OCTOBER 2007

Featured Western Flyer



*Carrying his Sig Kommander off the field at Springfield after a successful flight is **Jeff Jacobs**. He has several some-what old timer airplanes in that these airplanes first became available a good 25 to 30 years ago. This sharp Kommander looks like it was built just last month.*



It wasn't that long ago that we used a lot of "fishing poles" at Springfield.

Club member **Jim Phillips** with his El Bandito gaser. Shown at the club's former flying field in Springfield. Jim was also one of Byron Originals show pilots for the Striking Back re-enactment of a World War II battle. Believe Jim flew one of the Hellcats.



Western R/C
Flyers



~ 2017 Western R/C Flyers Event Schedule ~

January 2017

- **Saturday, Jan 17th** - Strategic Air & Space Museum's Indoor Air Show 2017

February 2017

March 2017

April 2017

- **Saturday, April 15th** – Old Timers Fun Fly with Glider Fly - Starts at 8:00am with flying until noon.

May 2017

- **Saturday, May 20th** – Old Timers Fun Fly with Electric Glider Fly - Starts at 8:00am with flying until noon.
- **Saturday, May 27th** – Scale Fun Fly at Mead Field starting 9am.

June 2017

- **Saturday, Jun 10th** – Annual Spring Club Fun Fly and Swap Meet at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 17th** – Old Timers Fun Fly with Electric Glider Fly - Starts at 8:00am with flying until noon.

July 2017

- **Sunday Jul 9th** - Western Flyers Open House Fun Fly. Starts at 9:00am with flying until dark.
- **Saturday, Jul 15th** - Old-Timers Fun Fly with Electric Glider Fly - Starts at 8:00am with flying until noon.

August 2017

- **Saturday, Aug 19th** – Old Timers Fun Fly with Electric Glider Fly - Starts at 8:00am with flying until noon.
- **Saturday, Aug 26th** – Bud Hall Large Aircraft Fun Fly. Aircraft restricted to IMAA criteria. Landing fee \$10.00 provides lunch and flying. Rain date Aug 27th.

September 2017

- **Saturday, Sep 16th** – Old Timers Fun Fly with Electric Glider Fly – Starts at 8:00am with flying until noon.

October 2017

- **Saturday, Oct 21st** – Old Timers Fun Fly with Electric Glider Fly – Starts at 8:00am with flying until noon.

November 2017

December 2017



Western R/C Flyers Inc. 2017 Membership Application

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____

Amount Paid: \$ _____

2017 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