



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

October 2018 Issue

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### A Word from the President



It has been a great flying season this year. We have had some good events and turnouts at the field. We had some really nice planes at the *Big Bird Fun Fly* this year.

I have not been able to share as much time with you all this year. But we have some good flying time left this year. So hope to see you all out there at the field.

We will be having some meetings later this year. And early next year. Hope you all can make the meetings.

**Let's go fly!**

**~ Rick Miller**

### Next Meeting: TBD



### Vice-President's Corner



We had a good turnout for the **Bud Hall** fun fly. It was good weather for a change, and there was a lot of flying going on. I think there was only really bad crash {*sorry Mike*}. Although I had a little mishap with my *Taylorcraft* but it's an easy fix. Do cheer up Mike, there's the auction on the 30th.

I got myself a nice birthday present and it flies great. It's an *Opterra* which is a flying wing. It has a 78 inch span. I painted some of it with bright orange to make it easier to see. I'll close this now and see you at the field.



**Go out and Fly!**

**~ Rick Haneline**

#### BACK ISSUES TAILSPIN:

[http://www.metrocflflying.com/metro\\_newsletters.htm](http://www.metrocflflying.com/metro_newsletters.htm)





# Flu, Magazine, and Club Meetings

By Nelson Carpenter



Okay, if West Nile and Lyme disease are enough to think about or worry over - then get your flu shot! The CDC report suggests that this will be a bad flu season. That following last year's deaths in the US from the flu totaling 80,000 people.

This month's newsletter contains many quality photos that were provided by **Dave Kelly** and **Jim Henley**. They, along with **Dean Copeland**, attended two large out-of-state fun flies last month. With their models, the three represented our club well. See Dave's and Jim's articles below.

The photo above is the *Air Force's B-47 Stratojet* which has always been a favorite aircraft of mine since I was 10-years old. I'd look up and see many flying the downwind leg of the airbase's pattern right over our house in New Hampshire. Over 2,000 of these were built and flown during the cold war of the 60s. A few were even used during the Viet Nam war.



Perhaps a little known fact is that the B-47 was prone to crashing, and that 246 crew members lost their lives as a result. An interesting website belonging to the *B-47 Stratojet Crewmembers Association* can be found here: [www.B-47.com](http://www.B-47.com) This site contains many photos and stories by former crewmembers.

Few weeks ago I was thinking that there wouldn't be enough material for an October newsletter. But I should have known better as several of you came through providing me with the write-ups and photos to total these 15 pages. That aside, sometimes I wonder whether this is a newsletter or a monthly magazine. But many of you have told me that the articles and photos are entertaining. So don't expect any changes to this format. At least while I am still around pushing the newsletter out.

Club meetings. There was a time - 20 some years ago - that we held highly attended club meetings. That was when we had a count of 85 or so club members and two flying fields. Many of those 85 have moved on, and no longer in the hobby. The fact that we now hover around 47 members doesn't mean that our club meetings are any less important or not needed.

Where am I going with this? Well our officers are doing a fine job running our club and seeing to it that matters of importance to us all are handled. Yet in the recent past, club meetings were held monthly and there was very low attendance. Sometimes just the club officers and board members totaling perhaps six at the



meetings. I suppose most think everything is going okay with the club, and that there is no need to attend meetings. Yet I do understand that simply not everyone can make it to the meetings for a variety of reasons.

Well, (...if you are still with me here...) the club is healthy and doing just fine. But club meetings are good to hold, and there can be more to it than just discussing business and the budget. I mentioned the club meetings of 20 years ago. We would include as part of the meetings, "Show N' Tells" and "how to do it" presentations. It was not unusual to have half a dozen or better airplanes brought to the meetings. Not to mention the 20 plus members who were in attendance. We need to get back to these sort of meetings. That will take everyone's personal commitment.

Lastly, a big thanks to the club officers for being supportive to our club. Now let's support them by attending club meetings when possible. The date of the next club meeting (*within next few months*) is to be determined and a notice will be sent out. Hope to see many of you there along with your "Show N' Tell."

Please note that there is no discontent in the club. I have brought these points up to hopefully revitalize the club. Thanks for your time with my article.

## FLASHBACK TO OCT 2008

It was not unusual to find club member **Bob Burt** making repairs to the field, or simply mowing it.



# Warbirds Over Rockies

By Jim Henley



Dean flew his *Byron T-28*, Dave flew his *B-17* and P-40, and I flew my *PT-19*.

As usual there were beautiful examples of the hobby everywhere. I was particularly taken by the *Fiesler Fi-156 (Storch)* which made its debut at this year's *Top Gun* invitational in Florida. This plane was built by **Charles Palmer** of Albuquerque NM and is owned and piloted by **Stan Johnson** also of Albuquerque. This plane was modeled after a *Fi-156* which was captured from the Germans and had the British markings applied to it. I tried to capture some of the details such as the pilot and passenger, the pilot was an exact replication of **Charles Palmer** and the passenger an exact replica of **Winston Churchill**. The detail included the vent windows in the wind screen, rib stitch and finishing tapes on the wings. The more you looked at the model the more detail began to emerge.

Another beautiful example of scale detail was **Brian O'Meara's F-9-F** showing the nomenclature, cockpit and general excellence of workman ship.

**Dean Copland** was awarded a prize for his *Byron T-28* and **Dave Kelly** was awarded 2 prizes for the *B-17* but I will let them give you the details of the awards they were presented.

I tried to include photos of the more unusual aircraft, and those of exceptional detail and workmanship.



B-24 Liberator



F-9-F Cougar



F-9-F Cougar



B-17 from Don Smith Plans electric powered



F-9-F Cougar

Cont. on page 5

# Warbirds Over Rockies Cont.



FW-109



Lavochkin La-7



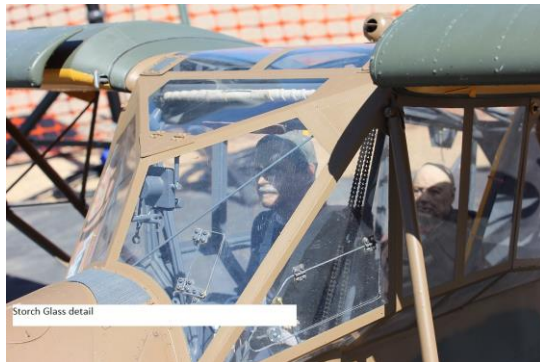
Mitsubishi J2M Raiden



Stan Johnson's Storch



Storch Passengers



Storch Glass detail



Storch Rib Stitch



Mitsubishi A6M Zero

Western R/C  
Flyers

# New Strutter Added

By Mike Watson



I have taken up the challenge put forth in the September issue of the *Tailspin* newsletter to join the growing *Western Flyers WWI Squadron*.

I am working on a *Sopwith 1½ Strutter* biplane. The airframe was built by Gale Sherman from a *Proctor* kit. The wingspan is 68 inches, and it should have a flying weight of around 9.0 lbs. I'm not sure what engine to put in it yet. I have several 4 stroke glow engines that will work - I'll decide once I know how much weight is needed up front to make it balance. I hope to have it ready to fly next spring.

The *Sopwith "1½ Strutter"* was one of the great unsung heroes of World War One. It performed countless tasks as a trainer, fighter, bomber and reconnaissance aircraft and, whether operated on wheels, floats, skids or skies, performed admirably in numerous Allied air forces. But nowhere did it see more action than with the French. It is also a little-known fact that, of the more than 5,000 "Strutters" built, 4,000 were built not in Britain, but in France. They were greatly prized for their excellent flying qualities and versatile battle platform. While not as glamorous as the single-seat fighters in the squadrons, the "1½", nicknamed for its unusual 1½ strut configuration, served a role equally as important to the air war.

I have to go back a few years to explain the back story on why this WWI biplane is now in my RC hanger and why every time I fly it I will be reminded of the brave pilots that showed us the way.

In the early 2000s I came across some RC pilots at a local *Boy Scout Jamboree*. I had built and flown line control planes as a teenager and now had the resources to jump into the RC airplane hobby. As I was starting out, there were a handful of guys in the area that helped me, and offered a few moments to share some of their experience. Two of those guys were Ed Splittgerber and Gale Sherman. I learned recently that Gale was trying to sell some of his stuff, so I called him and spent a Sunday afternoon with him talking about model building. Gale informed me that he had been diagnosed with *Parkinson's* disease and was not confident flying some of his larger planes anymore.

I sensed that he was pleased that the planes he had built would continue to fly and be enjoyed for years to come. What I don't know is if he realized that the encouragement and the example of craftsmanship that he shared with me all those years ago will also be with me for years to come. We never know the impact a few moments of our time has on others and how small acts of kindness can change lives.

Photos of Gale Sherman and his Sopwith 1 ½ Strutter at an Omahawk club meeting.



## ALERT ALERT ALERT

Cut and paste in your internet browser:

<https://www.oneclickpolitics.com/widget/oneclick/4701>



Take Action Now! Tell Congress to Vote "NO" on FAA Reauthorization

It is time to let your elected officials know what you think about possible FAA changes that could affect our hobby. The vote is on Wed. so click the image above to learn how to make your voice heard by contacting your elected representatives today!



# “NAMFI and WBOTR”

By Dave Kelly



Pictures are worth a thousand words, so I'll keep my "pen to a min".

This past month, **Jim Henley** and I, with my grandson **Camo**, and Jim's wife **Maryellen**, went to **NAMFI** in **Owatoona, Southern Minnesota**.

Very nice weather, picture perfect backdrop, and great pilots who brought some great aircraft. Check out **Lee Watkins** podcasts, "**Chad Lee's after hours**" on **Facebook**.

We met Lee there, and found him to be a lot of fun and he covers many RC events throughout the central USA. They are fun to watch. Lee and I mounted his **GoPro** on the top of the tail of my B-17 and captured some fantastic in flight footage.

Maybe we can find a way to show the videos at one of our winter meetings.

After a couple weeks rest, Jim and I then went on to **WBOTR - Warbirds over the Rockies**. **Dean Copeland** met up with us the next day as well. It was hot, low to mid 90's. No big deal right? Well, with an elevation at the field of 5300' MSL, correct for temp, pressure, and humidity, we found ourselves flying at 9200' pressure altitude. In other words, conditions made our aircraft perform like we were flying at an actual elevation of 9200' MSL. Less takeoff power, slower climb rates, and increased final approach speeds are typical with these conditions.

All being said, we all had a wonderful time, and all brought home aircraft with no major damage. That's a win! We witnessed excellent pilots flying excellent airplanes that did not fare as well as the three of us. Also we represented our club quite well, as we brought home several awards. Best "Post WWII Aircraft", "Pilots Choice", and "Best flight" award(s). The auction at the banquet was some of the best deals in RC I have ever seen. I kept my money in my pocket, but others \$ did very, very, well. All proceeds went to help **Colorado Mental Health** organization(s).

It was a great month of fantastic RC flying events. So many more to come!!!!

*NOTE: Hope you enjoy the photos from these two events that I've included here. Some I took, while most WOTR photos are courtesy of*

<http://imageevent.com/sipphoto/aircraft>



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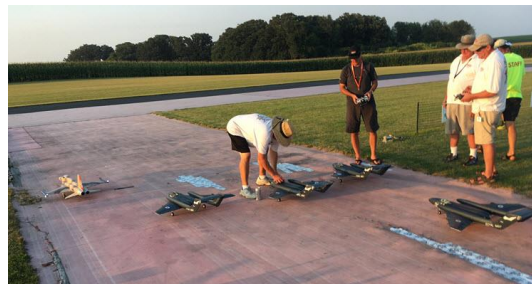


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Western R/C  
Flyers **NAMFI and WBOTR Cont.**

photos are courtesy of  
<http://imageevent.com/sipphoto/aircraft>



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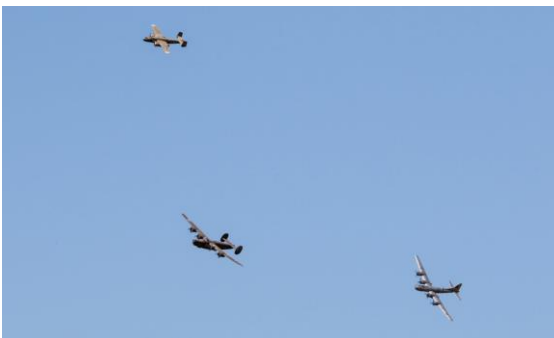
Western R/C  
Flyers **NAMFI and WBOTR Cont.**

photos are courtesy of  
<http://imageevent.com/sipphoto/aircraft>



Cont. on page 11

photos are courtesy of  
<http://imageevent.com/sipphoto/aircraft>



*Western R/C  
Flyers* **Sept Flying at Mead**

Here are a few photos taken at *Mead Field* during the month of September. If you have photos taken at the field, of your airplane, or in your "hangar", please send them in for use in upcoming newsletters.



Cont. on page 13

*Western R/C  
+ Flyers* **Sept Flying at Mead Cont.**



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*Western R/C*  
*Flyers*

**PROTECT YOURSELF AND OTHERS!**





## ~ 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](http://www.metrorcflying.com/metro_schedule.htm)



## Western R/C Flyers Inc. Membership Application

Please print clearly!

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

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

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

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

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

AMA Number: \_\_\_\_\_ Dues Paid: \$ \_\_\_\_\_

**2018 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