



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

October 2019

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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 will be having some meetings later this year. Hope you all can make the meetings.

I want you to know that your continued membership in our club is important to its existence. Your dues are used to pay for fuel for our mowers and other field maintenance needs for example. Also, funds that we are able to put aside will allow us to replace a mower when that day comes. That day will come. Thank you.

By the way, our field really looks good. Can't say that often enough. Guest flyers at the *Bud Hall* were remarking all day how good we have it with the large runway and open space. Yes, we certainly do have it good. Beyond that, thank you all for keeping the pit area picked up as you leave. The clean well-kept field and our pride with it does get noticed by the ARDC staff.

Let's go fly!

- Rick Miller

Meetings: TBD



Vice-President's Corner



It has been slow for me lately. Only been out flying a couple of times for a short while. Made it to a couple fun flies including the *Bud Hall Large Airplane Fun Fly*. The weather is starting to cool down so we can do some flying.

That is all for now, everybody keep those airplanes in the air and think about building this winter. See you at the auction.

Go out and Fly!

- Rick Haneline



Treasurer's Report



No activity this month other than the monthly charge for the port-a-potty. What I can report is that our membership is up since the start of the flying season. We stand at 54 members.

See you all at the field.

Your Treasurer

~ Dean Copeland

Wahoo Municipal Airport, Nebraska Aviation Weather Report and Forecast

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

Mead Field Weather Station



Weather conditions at our field can be viewed from your computer or phone. It is available through *Weather Underground* from a weather station that the university's *ARDC Farm/Facility Shop* has installed.

<https://www.wunderground.com/personal-weather-station/dashboard?ID=KNEMEAD2>

Wahoo Municipal Airport, Nebraska Aviation Weather Report and Forecast

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



Come on out and fly!!



**IT'S NOT OVER YET. PROTECT YOURSELVES!
COVER UP OR SPRAY.**

*Western R/C
Flyers*

FLASHBACK TO OCT 2009



Shown at Springfield with his new Hangar 9 Spitfire is Neil Kilchriste. The Spitfire has a 65" wingspan and weighs approximately 8.5 pounds. It takes a .60 two-stroke motor. It is also equipped with retracts.



- *Things Going On* -

by Nelson Carpenter



The year is fast coming to a close. But that doesn't mean we won't have some good flying days left. It's just that there will be flyable days not exactly the best weather-wise. See you at the field no matter!

Okay, if West Nile and Lyme disease have been enough for you to be concerned about - then get your flu shot for this season! The CDC suggests that now is the time to get it.

Looking back at the club in October 2009, our membership had reached 74. At the same time, we were on the verge of giving up our flying field at Springfield. Membership dropped off since then. But on the brighter side, we ended up with a field which has become our premiere field. Mead Field!

Some background; we had to vacate Springfield site because the landowner wished to farm his entire ground. He no longer wanted to farm around our flying field. We had many good years at Springfield. But I don't know anybody who misses searching for downed airplanes in those tall 6 ft plus cornfields. That corn surrounded us on three sides. The ground itself was hilly, and a person could get lost in that corn and never come out. Nope, we don't miss that.

Not a whole lot went on in September with our club or at the field. This issue of the Tailspin is a little thin as a result. Yet thanks Tim and Dave. The November newsletter sure could use articles and photos. Do you have anything?

BACK ISSUES TAILSPIN:

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

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On Top of Murray Hill

Submitted by Tim Peters



95°59'35.3 W)

Here are a couple of photos of me 'slope soaring' with a *Zagi* glider. These were taken at 'Murray Hill Scenic Overlook', a couple of miles NE of Little Sioux, IA. This location is part of the *Loess Hills* region about an hour from Omaha, north on Interstate Highway I-29. (41°50'25.5 N

<https://www.google.com/maps/place/Murray+Hill+Scenic+Overlook/@41.8191282,-96.0362823,13.5z>



It was recommended to me by some R/C friends I met at a recent fun fly. *Murray Hill* has a parking area close to the



flying site, a short uphill walk takes you to the face of the overlook. We have been to the area twice, first time the wind was not strong enough for flying. The second time (*Friday, September 13*) there was a brisk 15-

25 mph wind out of the west, directly against the face of the hill. The *Zagi* glider is maneuverable and sturdy. These are qualities that made it ideal for the (*very strong*) lift that day. I flew it about 15 minutes and could have stayed airborne much longer. After a while I got it down low enough to land in some soft grass a few yards below the launch point. If you are interested in trying your hand at slope soaring, this is one of the few areas I know of with public access, and 'reasonably close' parking area. You'll want a day where the wind is blowing 10+ mph out of the West or North-West. I monitor the 'Weather Underground' web sites for their forecasts. **Loren Blinde** recommended this site for checking wind directions and speed:

https://www.windfinder.com/forecast/tekamah_municipal_airport



I have also finished the *J-3* cub mentioned in the last *WRCF Tailspin*. You'll notice that I have deviated from the traditional 'Cub Yellow' to take advantage of a couple of rolls of Metallic Green and Transparent Yellow *Monokote* I had on hand. Just waiting for a good day to do the test flights.



a svelte 16 pounds.

I also have forced my 'field-box' to lose some weight. It holds a 12-volt tractor battery along with a metal fuel can and electric fuel pump. With a Sullivan electric starter the box weighs 33 lbs. and was getting difficult to hoist. I had an extra starter that I modified using brackets from *Westlake Ace Hardware* to use a self-contained 3s 5000 mAH lipo. I added a manual hand-crank pump to a fuel jug and the field-box is down to



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Tailspin Archives

October 2009



From TRAC News, Tampa Radio-Control Aircraft Club, Tampa, Florida

Improving Poorly Controlled, Dangerous Takeoffs

By Jim Devine

How often have you seen an airplane that is taking off veer toward the pilot stations? Usually the pilot gives the engine more gas and, using the ailerons, yanks the airplane back to the right. Occasionally, the airplane continues to the left, clears the safety barriers, and heads for the people in the pits and the cars just beyond.

If you have poorly controlled, potentially dangerous takeoffs, try practicing control of your aircraft on the runway. First, check the wheels and make sure they have a little toe-in. Also, the wheels should not continue to spin when given a flick. To create friction and avoid free-wheeling, slip a 3/16-inch long piece of fuel line on the axle and push the retainer collar in tight. With proper adjustment, the wheels will turn only if you push them with your finger. This braking action allows for a high idle speed without the airplane moving, which reduces the chance of the engine dying when the idle is too low. This also helps stop an airplane that might otherwise roll off the end of a runway during landing.

Choose a day when the wind is light and the runway isn't being used. Practice taxiing back and forth the length of the runway, using the rudder for control. Stay within a few feet of the yellow center line. When you have mastered taxiing at slow speed, click the throttle up another notch or two and keep practicing. With enough practice and a slow, smooth application of power, you can approach takeoff speed while moving down the center of the runway. You also can practice aborting the flight by shutting off fuel when you're about to lose directional control of the airplane.

With this improved directional control and practice at aborting a poorly controlled airplane, your takeoffs will be much safer and a pleasure to watch. →



Cardboard Combat Flyers

Submitted by Rene Mayo



Saturday September 7th was the test run for *Cardboard Combat* fighting. The wind was a little tricky for these small, cardboard fliers but it was still great fun to watch. Although Loren (Blinde) was able to snag Tom's (Wild) streamer, there was no evidence of it so who is to really say if Loren did get Tom?

Sunday the following day, with calmer winds, Jack (Barry) and Loren took to the skies with their combat fighters. Even though Loren had double the battery capacity, Jack was still able to get on Loren's tail. But, battery power won over (*at least that is how I'm calling it*) and Loren was able to do a quick turn around and was able to cut Jack off at the string. While I didn't capture the string cutting, I was able to capture a couple of other shots.

Great fun to watch. I can't wait until there are more cardboard fliers in the sky.



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Owatonna 2019

Submitted by Dave Kelly



This past August, after a later than planned start, my two grandsons and I set off for Owatonna MN, home of SMMAC (Southern Minnesota Model Airplane Club.) They host one of several NAMFI events. (Northern Alliance Military Fly In). Absolutely fantastic weather.

In fact two mornings in a row it was less than 50 degrees. Which made for low wind, sunny, and highs of around 78 degrees.

If this would have been your first trip there, you probably would have thought aircraft from the Dawn Patrol was the featured type of aircraft for the fly in. WWI aircraft were numerous. The pilots flying them really had them flying fantastic. *Camels, Nieuports, Fokkers*, etc.....But.....ONE.....was particularly exceptional. A fella from Oklahoma spent 18 mos. building a 1/2 scale *Sopwith Camel*. The skill of the builder, and the level of finish on the aircraft was spectacular. He had it powered by the biggest *Moki* radial they make. It pulled well, and sounded the part. Dawn patrol was 7AM each day. Sixteen or more aircraft filled the early sun and blue skies each morning. Never lost an airplane, tipped any over on to its tail, or ground loops. Every pilot had them under complete control. It was awesome to see. WWII fighters, bombers, even a jet powered *ME-163 Komet* that dropped its gear after takeoff.

I flew two sorties with the *Memphis Belle*. Second flight was cut short by a failing coil on engine number three. It's a puppy even with one engine out. I spent a whole day messing around with it. Late in the day I got it running. But didn't do any more flying. All and all, a great weekend in Minnesota. If you get the chance to go, do so. Especially if you like the *Dawn Patrol* aircraft. You won't be disappointed!



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Owatonna 2019 Cont.



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~ 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



Western R/C Flyers Inc. Membership Application 2020

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____ Dues Paid: \$ _____

2020 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