



OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

October 2020

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A Word from the President



(No Report)

Let's go fly!

~ Rick Miller



SEND ME A PHOTO OF YOUR LATEST, OR OLDEST, AIRPLANE. A ONE LINE DESCRIPTION IS ALL YOU NEED IF NOT WANTING TO SAY A LOT ABOUT IT. I WOULD LIKE TO RUN THESE IN THE NEWSLETTERS. THANKS, NELSON

Vice-President's Corner



(No Report)

Go out and fly!

~ Rick Haneline



Treasurer's Report



Much like last month there is little to no activity in the treasures department. We did however have a couple more membership renewals come in giving us a total of 54 members for the 2020 season.

Like all the rest of you that have tried to take advantage of some of the decent flying days I to have continued to manage 2 to 3 times a week.

Now that I have had my eye surgery and vision is clear again, will be getting some of the jets out once in a while. Have a couple of different ones to get in the air. The heat is less, but the tiny bugs have really become a pain to deal with. Don't know how they can bite so hard when they are a no bigger than a pin point. See ya all at the flying field, stay safe and well.

Your Treasurer

- Dean Copeland

Mead Field Weather Station

Weather conditions reported by Weather Underground. Station is installed at ARDC Farm/Facility Shop adjacent to field.

<https://www.wunderground.com/dashboard/pws/KNEMEAD2>



(DON'T DISCOUNT THE VIRUS. IT KILLS.)

Western R/C
Flyers

Things of Possible Interest

by Nelson Carpenter



The year 2020 has been a trying one for me and many of you I would bet. I find our hobby to be a good diversion - call it a distraction - from everything not going well in this country and world. I will leave it at that, while hoping that you are also getting enjoyment out of the hobby and that it makes your life better.

If you wonder if I spend a lot of time putting these newsletters together and out the door each month - the answer is yes and no. Mostly "no." I rely on members sending me their build articles, photos, and whatnot. Sometimes I have to wrangle write-ups from individuals (*you know who you are*), but for the most part it goes smooth. I "cut 'n paste" what is sent to me making it easy. Before I know it, there are 12+ pages each month. I've been doing the newsletter for over 10 years. It hasn't worn me out yet.

"DON'T LET THIS HAPPEN TO YOU!" Be sure to read why not on page 6.

We have a couple of build articles that are first time member submittals. Many of you tell me that these build articles are enjoyed. Especially with the photos. Let's hope this continues at the same pace through winter. If you have something, please do send in.

A must read is "*The Beta-Bird Story*" that both **Jud Bock** and **Steve Rasmussen** had a hand on with two articles below. Read on.



If you don't have an affection for the English *De Havilland Mosquito* of WWII fame, you might after watching this war movie that it is centered around. Great footage of the *Mosquitoes* throughout the video. Find it in *Amazon Prime Video*.

WESTERN RC FLYERS ROSTER

Current October 1, 2020



	<u>2020 Members</u>		<u>AMA</u>
1	Dean	Howard	11936
2	Jacob	Brown	596446
3	Jim	Hoff Jr.	858014
4	Skip	Brown	90624
5	Don	Pieken	491585
6	Galen	Lillethorup	
7	Tim	Peters	41409
8	David	Kelly	113940
9	Tim	Ryan	1151475
10	Loren	Blinde	91210
11	Tom	Wild	129512
12	Jack	Wilhelmi	N/A
13	Paul	Edmunds	921
14	John	Millie	390177
15	Doug	Clemetson	1079758
16	Mike	Lawver	1010979
17	David	Reiber	281
18	Bud	Mitchell	747892
19	Jack	Barry	741022
20	Jud	Bock	558416
21	Rick	Miller	5906
22	Nelson	Carpenter	5730
23	Earl	Pollard	865026
24	Tom	Floyd	130852
25	Dean	Copeland	700148
26	Steve	Rasmussen	1086761
27	Ron	Pacana	96202

	<u>2020 Members</u>		<u>AMA</u>
28	Carroll	Jolly	847183
29	Frank	Trouba	54712
30	Richard	Jonas	997091
31	Rene	Mayo	1038588
32	Dennis	Bender	916241
33	Rick	Haineline	445993
34	Bob	Wheeler	775001
35	Jim	Henley	816592
36	Brian	Peterson	112922
37	Larry	Bailey	632167
38	Larry	Inness	883391
39	Bernie	Baker	928732
40	Skip	Prusha	333250
41	Rich	Tiller	640635
42	Jim	Simonitch	108012
43	Mike	Vlcek	101775
44	Michael	Watson	794778
45	Rick	Sessions	105968
46	Matt	Meyers	846688
47	James	Mather	828463
48	Scott	Kuhn	509990
49	Jeff	Jacobs	422320
50	Rich	Walker	923881
51	Larry	Woscyna	1061039
52	Marvin	Goldberg	6768
53	Ryan	McGee	935584
54	Ken	Peterson	893277

TAILSPIN NEWSLETTER BACK ISSUES



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

Aviation Weather Forecast at Wahoo Municipal Airport, Nebraska

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





<http://www.metrorcflying.com/>



Jack and Tom find best use for a tire iron.

Worth Checking Out



Omaha RC Aircraft Buy Sell Trade

Private group · 323 members

About Buy and Sell Discussion Your Items Members Media Events

Do you have a *Facebook* account? I discovered and joined a “*special interest group*” found in it. Just as the title reads above, it’s a place to locally buy/sell/trade your RC stuff. A local deal means no shipping involved. It has good exposure with 300+ members wheeling and dealing in the Omaha area. No fees required using it either. Unlike FB’s *Market Place*. This group is free to join and use. By the way, I managed to sell an airplane soon after posting it (*thank you Rick Sessions*) and I had an inquiry from another about other RC items I might be selling. Check out this group. An opportunity for you to either unload or buy RC stuff.

- Nelson

THE A-10 THUNDERBOLT A.K.A. WARTHOG

Do you know why the nose gear on an A-10 is offset from center line? Then watch this outstanding pilot “walk around” describing the design and operation of the *Warthog*.



<https://www.youtube.com/watch?v=EXgTrpPU9Rk>



SPITFIRES AND BETA BIRD FINDS

Submitted by Steve Rasmussen



Several weeks ago I saw an advertisement for an estate sale close to where I live - about 5 miles south of Papillion just north of the *Platte River*. The normal stuff was advertised, plus it said they had two full size WW2 *Spitfires* for sale that were in various stages of construction. I thought I had to go check it out, but I did a little research on the name first - since I've lived there for 21 years and had never heard about a couple of *Spitfires* in NE, let alone only a mile or two from my house - and I'm an airplane guy.



The name associated with the *Spitfires* was **Shawn Concannon**. Check out this website:

<https://blueoceansfloat.wixsite.com/concannonspitfires>

You'll also see pics of the *Beta Bird*

Anyhow, I was one of the first at the sale. I saw the usual old stuff but no *Spitfires*. I inquired about them and was told they were stored in another barn on site and that I'd have to make an appointment just to see them. Bummer!



The *Spitfires* didn't sell, but showed up on eBay a few weeks later along with the *Beta Bird*. On it I saw a registration tag and thought I recognized the name but couldn't be sure so I sent a pic to Nelson.

As it turns out the *Beta Bird* was built by fellow club member **Jud Bock** back in the day.

The *Beta Bird* sold. The *Spitfires* are still for sale. Here's a link to the auction if you're interested.

<https://www.ebay.com/itm/Beta-Bird-/184428428528>

Follow-up: Nelson was also surprised to see Jud's name engraved on the metal placard fixed to the *Beta Bird* airframe. But knowing Jud has been so active with aviation, not that surprised. Nelson asked me if it would be alright to get in touch with Jud and inform him of my find. Sure! I was anxious to learn more about this ultralight and how Jud was involved with it. So Nelson contacted Jud with a few photos and the story about what I had uncovered. Jud was surprised (third person to be surprised - if you are counting) to see the *Beta-Bird* after all these years. Nelson asked Jud if he could tell "the rest of the story" in the October newsletter. That he gladly did with an interesting tale on page 7.

MEAD ACCESS ROADS

- This message is a reminder of which roads should be used to access our flying field. Most importantly, do not take the main drive that passes through the ARDC operations area and its buildings. See aerial photo for the roads to use when turning off the north-south highway.



HOPEFULLY YOU NEVER NEED IT..... BUT A FIRST AID KIT CAN BE FOUND INSIDE THE BOX.

Western R/C
Flyers

Jolly Rogers F4U-1A

Submitted by Brian Peterson



done.

I've chosen the *Jolly Rogers, Big Jim Streig, #3*, from *VF 17* as the particular airplane color scheme. As you can see it's got a long way to go before it fly's so I doubt it's going to be in the air next year. I've got a couple other planes I want to finish first.



DON'T LET THIS HAPPEN TO YOU!

Arf Warbirds 3D / Scale Builds And Make Overs

Billy Trosclair shared a post.
Admin · July 9, 2019 ·

Bill Sorrell ▸ Smoky Mountain Aero Club
July 6, 2019 ·

We had an incident at the field yesterday that almost cost one of our members his life. Thank the good Lord that Alan went out yesterday afternoon and noticed Bob's gear and car were there. But Bob was not.

Bob was flying around 8 am and lost his plane off to the right side of the field. No one else was out so he went into the high grass by himself looking for it. He was overcome by the heat and passed out sometime around 9 am. By the time it was discovered he was missing and 911 was called he had been out there over 9 hours in 92 degree heat.

Sevier County Emergency response agencies including the Sheriff's department, Pigeon Forge FD, Sevier county FD, Sevier County Rescue Squad and others I'm sure I'm missing began an extensive search and he was located close to midnight.

He is in ICU at LeConte but should recover ok. This could have ended tragically, thank God they found him.

So with all this I am requiring 2 new things, lessons learned if you will,

1. ALL MEMBERS need to provide an emergency contact name and number to Randy to add to the club roster.
2. If you are at the field flying by yourself do not leave the short cut grass area without notifying someone first. Make sure they know what you are doing and the area you will be in. I would highly recommend not going off field without someone with you for safety purposes.

.... Source Facebook with permission from Bill Sorrell



The "Beta-Bird Story"

By Jud Bock



I finally got back to my computer and thought I would tell you about the *Beta Bird*.

In 1970 I got out of the R/C hobby and into full size flying. I got my pilots license in 1970 I think and was going to *Oshkosh* every year. In 1975 I decided to build a *Varieze* and went to the place where they were selling the kits and drove home with all the makings in my station wagon and a trailer. I spent the next three years building it in my garage and in 1979 took it to the *Scribner NE* airport and rented a hanger. I had some finishing up to do and did it there. There I did the recommended high and low speed taxi tests in preparation for the test flight. Finally, I was ready and with my wife and some friends on hand, I took off for the first Flight of the "*Zipper*", my name for it. It seemed appropriate as I worked for the Post Office. The test flight went well, with a little ding when I landed it, but it was a ball to fly. I flew off the hours required in the *Scribner* area and then rented a hanger in *Millard*. I flew it for three years and for some reason, I decided to sell it and buy or build another plane. I sold it to a guy from Las Vegas, but that is another story. So, I was a pilot without a plane other than rentals.

I had sold my interest in an *Ercoupe* three of us had purchased together before the *Varieze* venture, so was without an airplane. I regretted selling the *Varieze* the day I saw it flying away, but that was water under the bridge. So, I started looking for another project and saw the plans for a "*Beta Bird*"...the plane you saw finished in *Red Baron* colors. It was supposed to be super easy to fly and I neglected to think about my zero time in tail draggers. It took me another two years to build it in my garage and I finally got it done and took it to the *Millard Airport* where I re-rented a hanger that I had the *Varieze* in.

I did some taxi testing and quickly noted that this was not an easy airplane to fly with my lack of tail dragging flying experience.. I decided I needed some lessons and found a guy with a *Citabria* in *Council Bluffs* and took about 3 or 4 hours of lessons with him and decided it was time to give the *Beta Bird* its test flight. With the *Varieze* which had a tricycle gear, I wasn't the least bit apprehensive about the test flight, but with the *Beta Bird* I was very uncomfortable.

It had some unique control features. The ailerons were actually flaperons, and when you needed flaps, you had a lever to pull which would lower them and locked them in position by a 1/4 inch pin which slipped into a 1/4 inch hole in the steel framework. So, the first flight, I opted to put the flaps in the lowered position, and I managed to keep it on the runway for the first takeoff and away I went. I circled the airport a couple of times on the maiden flight, and then decided to go cross country a bit, and flew over the south *Omaha* airport, a grass strip just east of *Papillion*. I then headed back to *Millard* for my first tail dragger landing in it. I

had landed the tail dragger *Citabria* a couple of times, but I was a long way from comfortable with tail dragging yet. I circled the *Millard* field once, and then cut power and headed for the runway. The flaperons were still in the lowered position, so I still had fair lift at slow speed. I finally touched down, bouncing a couple of times, and wobbled down the runway to a stop. I put the flaperons back in the neutral position and taxied to my hanger. I got off the plane and kissed the ground and thanked my lucky star that I was still alive.

So, several days later when my nerves returned, I ventured out to the hanger alone this time, and made ready for flight number 2. I taxied out, and again put the flaperons down and took off. I decided to try flying with the flaperons in neutral position, so I pulled the handle back and locked it into position and again flew over the *So. Omaha airport*, circled it a couple of times and flew back to *Millard*. Because the first landing was fast enough with the flaperons down, and I certainly didn't want to have to be on the runway anymore than I had to with my marginal rudder steering skills, I grabbed the flaperon handle and tried to put the flaps down, but they wouldn't stay down. I could see the pin and the hole it was supposed to go in to secure the flaps in the down position, but the pin wouldn't go into the hole. It occurred to me then, that the hole the pin was supposed to go into was too snug a fit for the pressure the wind was putting on the flaperons, and thus the misalignment. I looked at my remaining gas, and decided I was going to have to land, with the flaperons in the up position, which meant more landing speed and more rudder work trying to keep the bird on the runway. So, I cut my speed and motor and began my descent.

As I neared the runway, I knew I was still going much faster than the previous landing, but I needed to get it down while I still had gas and a running motor. So, I lowered some more to the place where I thought my wheels were about to touch, and cut the power to idle. There was only one thing wrong with this decision...I was still 10 feet (est.) above the runway surface, and one wing dropped into a stall and the plane dropped to the surface on one wheel which collapsed the landing gear on that side, then the plane dropped to the runway, spun round and ground to a halt. My knee jammed into the instrument panel and put a sizable gash in it and the shoulder harness pulled loose from the mounting causing my shoulder to get twisted farther than shoulders are supposed to go. However, for the most part, I was O.K., but pondering how in the hell I was going to get the plane off the middle of *Millard's* busy runway on a Sunday afternoon.

Cont. on Page 8



The "Beta-Bird Story" Cont.

I got out of the plane after cutting the engine, which was still running. I don't know to this day why I wasn't thrown into the prop, as it was only about 5 feet in back of me and I was all over the place till it stopped. Several guys were by their hangers and they came running out to help. We knew we needed to get it off the runway quickly as planes were wanting to land. One of them knew where a dolly with wheels was, so we got it and put it under the broken gear wheel and was able to get it off the runway and to the taxiway. One of the guys got his pickup and a rope and we towed it back to my hanger. I thanked them profusely and got in my car and headed home. I estimate it took about an hour to accomplish the transport from the crash site to the hangar. Three airplanes were in the pattern waiting to land, which they did as soon as it cleared the runway. I got home and my wife had traveled to her relatives in *Central City* for the day, so she didn't get to see her sad looking spouse, with the torn jeans from the knee to the ankle and all the blood that had soaked in on them.

I was very disgusted with myself of course but considered myself lucky it wasn't worse. The plane was in the hanger for several months while I decided what I was going to do with it.

After pondering what to do, I decided I wasn't going to rebuild it, even though it could have been repaired in about 20-25 hours. It had a brand-new VW engine on it, specially built for an aviation engine. I advertised it and eventually sold it to a Dentist from *South Omaha*. I got about 1/4 of what I had in it, but that wasn't unexpected. That was the last I knew anything about it and the year was in the mid 80's.

The pics **Nelson Carpenter** had forwarded from **Steve Rasmussen** were surprising, as I never knew what became of it. So, that is the condensed story of the "*German Beta Bird*". There were more tales about the building process, but probably only interesting to me. These photos are mine from back then.



The Twin Otter

Submitted by Scott Kuhn



I have been working on several things over the summer and a couple of them are JUST about ready to go.

The first one is a *Horizon Models DE Havilland Twin Otter*. This airframe was built by fellow club member and notably good guy **John Millie** from Fremont. I took possession of the airframe 90% built a couple of months back and finished it recently (*it has not yet maiden*). I powered it with two *Saito .80* four strokes and installed custom navigation lights. It has a 94 inch wing span and weighs... well you're not supposed to ask a lady her weight or her age so we won't discuss what she weighs.



I finished this project in hopes of taking her to our annual **Bud Hall** fun fly but thanks to the politics of *Corona* virus that was cancelled. There will be other days. I apologize for the junk in the background of this picture, I hadn't intended to send it to anybody.



The 2nd major project I have been working on is another RC *Skydiver*. This one is considerably larger than my first one at nearly 20 inches tall and weighing just under 4lbs. all in. I will most likely have to add ballast considering his para foil (*chute*) is 8 feet wide and nearly 40 inches from leading edge to trailing edge.



He is 100% scratch built from a variety of different ideas, plans and trials/errors. The only items that are not 100% scratch built are his head, his knees, the buckles on his harness, zipper on his jumpsuit, the para foil and of course the electronics. Everything else including his jumpsuit, harness/backpack and his **Chuck Taylors** are home made. Yeah that's right! I own a sewing machine! What of it!?! Lol.



Sure hope I got the trim correct on his steering lines, I'd sure hate to see him spend a month in the corn like his predecessor did on its maiden jump.



Western R/C
Flyers

Byron Originals Aircraft



Submitted by Tim Peters



Two of the really exciting R/C activities of the late 1970's and the 1980's was the emergence of *Byron Originals Model Aircraft* and the annual '*Aviation Expo*' airshow, both based in Ida Grove, Iowa. If you were involved in R/C during this time, it was pretty amazing to see this business evolve in (of all places) north-western Iowa. The *Western R/C*

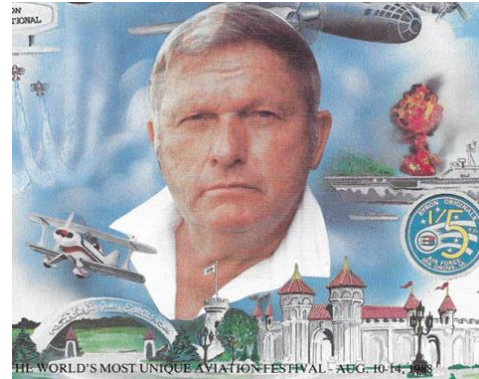
Flyers club is fortunate that three of its members, **Dave Kelly, Dean Copeland,** and **Paul Edmunds** played an important part in the development of *Byron Originals* and its activities.

Recently I talked with Dean about one of his recent *Tailspin* articles and mentioned I would like to know more about his involvement with *Byron Originals*. (To encourage him, I offered to write the article if he would tell the story.) **Paul Edmunds** will provide his memories in a later article.

Byron Godberson grew up in a rural Iowa town 25 miles from *Ida Grove*. After serving in the military, he returned and took over operation of the family farm. Having spent too many seasons shoveling grain out of wagons, he came up with an idea to use hydraulics to raise and unload grain carts. His '*bolster hoist*' was an under-body lifter that raised loaded grain wagons into storage bins or shipping bins. His idea caught on so well that he and his brother Harold began manufacturing and marketing the hydraulic boosters. During this time, he developed other planting and cultivating attachments to assist farmers.

In the late 1950's he worked on the '*Shore Station*' boat hoist, an adaptation of hydraulic wagon lifter creating a user-friendly lift for boat trailers. They also introduced a modular dock for boats. *Midwest Industries* was producing more than 1 million lifts annually and boasted the highest selling boat trailer sales in US. To test boating equipment, they created 8-acre '*Lake LaJund*' (his wife's name) by the plant, along with a half-size version of the historic *HMS Bounty* ship. It was permanently anchored in lake and acted as a weathervane.

As Dean puts it, when Byron saw a need, he was driven to fill that need with the very best. Manufacturing for all these items was done by their *Ida Grove, Iowa* company '*Midwest Industries, Inc.*', and it became very successful. After a while, Harold moved on to other projects and started a separate company '*Gomac*' for highway paving equipment creating the largest paving machine ever built, some of which were used to pave the German autobahn.



Byron also contributed a great deal to the town. During a trip to Europe he became fascinated with Spanish and *Mediterranean* architecture, castles and lighthouses. He introduced that same culture into his home and other buildings, including a very unique full-size aircraft hangar and a lodge used for company meetings and dinners. Other community offerings included a medieval suspension bridge and clubhouse for the golf course. A local '*skate palace*' was designed similarly and is now used for weddings and dances (as well as roller skating). When Byron noticed that farmers wanted to '*dress up*' when they came to town, he created his own clothing store to serve that need. Operations of many of these businesses were turned over to family members.

About this time, Byron also became interested in piloting full-size aircraft. At a '*fly-in*', he saw a radio-controlled airplane operating, became fascinated and got involved with RC aircraft. He needed someone to build airplanes for him to learn on. Dean was recommended to him around 1976. Byron crashed a lot during his learning process; as Dean put it '*he was a little arrogant*' about trying to '*do it himself*'. Byron asked another friend to demonstrate a *Pitts Biplane* that he had created. When that pilot recommended that Dean do the demo instead, that really started Dean's connection to Byron.

Next installment: *Byron Originals Aircraft*.

Final Installment: *Aviation Expo*



Great Planes Corsair .40 Kit

Submitted by Harry Wilder

Thought I'd share all of you the recent building project I completed. It was a time filler for me. But most importantly it flies!

Specs:

- 57" wing span.
- Powered by Flight line 600 kv Motor with 80 amp Hangit ESC with 4s Lipo so it will turn a 12X8-4 blade prop.
- Assembled in 10 days (*Would have been 9 days but I had to make the cowl, it didn't come with one. Hence the price from \$175 to \$60 shipped!*)
- Covered in insignia blue Monokote.
- Decals were in the kit.
- Didn't come with the ply center wing spar so constructed from 3 ply underlayment (resulting in the price going from \$175 to \$60 shipped). But I will need to replace the bathroom flooring soon before my wife finds out where I got the underlayment.
- 4 servos. (*only one servo needed for Bell crank system on the ailerons*)
- Maiden 9/16/2020. Fly's great with very little trim needed.



Western R/C
Flyers

FeiBao L-39 Restoration

(58" wingspan)

Submitted by Dean Copeland

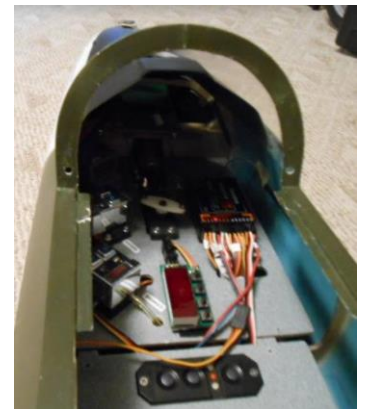


I am the third owner of this great little turbine jet and have taken on the job of redoing a complete equipment installation and turbine setup. Plane has not had many flights, first owner only a few flights and the second owner only two of which second flight damaged the main landing gear mounts. Plane apparently was not user friendly, and had a very hard landing from what I am told, Plane was repaired by owner and after a trip to *Minneapolis* to pick it up, started removing all equipment and mounting platforms. Started by checking all the servo throws and setup only to find why they were not happy with the flying the plane. When flaps were deployed the ailerons would interfere with the flaps and caused ailerons to stick and not return to center. Thus making for very nasty control response, I would say that he was lucky to get it on the ground without a total wipeout.

Throws were way out of specifications and after removing servos and resetting travel and believing interference between aileron and flap, things started to look more promising. Did the same to the elevator and rudder, much better. Downloaded the manual for the plane and proceeded to rebuild equipment bay. Removed the turbine out of my sport jet and installed it in this plane, the manual calls for a 60 to 70 N turbine (13.5 to 15.75 # thrust) I am installing an 80 (18 # thrust), after talking to supplier in *California* was told that he had done the same with good results.

Also believe it was flown with an 80 by previous owners. It had a less than scale very simple cockpit, it did come with a fully detailed cockpit kit but needed to be modified to fit in the tight equipment bay, but after trial fitting and making minor changes several times it now fits. Proceeded to overhaul the retracts and brakes and re-plumb all of the airlines where necessary. Replaced the mechanical retract and brake valves with electronic, makes a great setup. Plane has been weighed and balanced and is within 1 lb. of design according to Ralph with *FeiBao* supplier, he has been great to work with. Have some fine tuning to do and ready to do a preflight check with engine running. Will be doing in next week or so. Now moving on to next project with article to follow.

This virus down time has more that provided adequate building time to avoid going stir crazy along with suffering a back injury a few months back.



*Western R/C
Flyers*

Light Attack Archangel

Part IV



Submitted by Nelson Carpenter



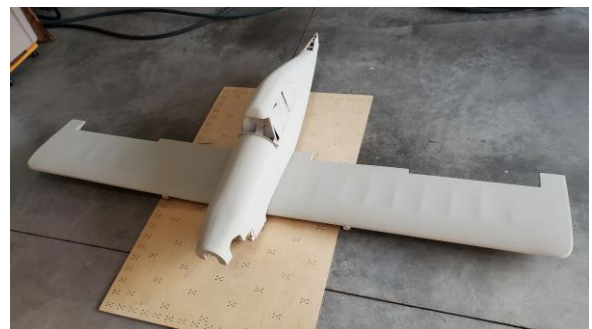
Progress was made with the *Angel* this past month. I started in on the painting. Latex paint was my choice since I'm flying with gas. It will have a camouflage color scheme in three shades of gray.

Before I began painting, the *Koverall* was treated with three light coats of polycrylic which served to fill the fabric's porous weave. You can use it as a spray or liquid brush on. I tried both. For my purposes, I found the brush on to be more effective at filling the weave than the spray.



Behr paint is being used with an HVLP (*high volume, low pressure*) spray gun. (*Amazon: YATTICH HVLP Spray Gun YT-191*) The latex was mixed with 4 oz. of water to the 8 oz. of paint to reduce the viscosity. It was trial and error to get the right mix for the spray gun.

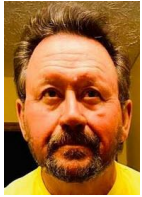
Photos show steps taken from first application to final coat of light gray paint. It took just two 8 oz. jars of paint. Next will be a medium gray followed by dark gray to complete the camo. Hope I will be able to see it in the air.....



Bomber Field B-17 Event

Submitted by Dave Kelly

Friday 18 Sept. Monaville TX



Hello all. Campaigns eventually come to an end. As many of you know I've sold my home and shop, and had an auction to downsize my collection of aircraft. I'm in Monaville Texas now, for the *Bomber Field B-17* event. My flight today was a judged flight. Won't know event stats until tomorrow.

I will say though it was as realistic as could possibly have been. I had an engine quit prior to airborne, hung in there and made a very realistic take off and climb out. No restarting in flight, so made a good landing out of it as well.

As it turned out, *Belle* received a second place finish in the B-17 competition at *Bomber Field*. I flew twice, but one was before competition started. The only qualifying flight I made (*there were four*) I lost an engine during takeoff roll. Made a smooth takeoff, one circuit to trim and set up for emergency landing, and then made a good engine out approach and landing. The engine refused to get better for the other three flights. But, she earned enough points on her only flight to get second place.

So..... I'm calling it an end to my campaigning "*Memphis Belle*". It will leave here in the "*Warbirds West*" trailer, bound for *California*. Hopefully I will continue to be a primary pilot for her. Fly it on west coast events as well as out of *Hawaii Ford Island, Pearl Harbor Field*.

She is a lot of maintenance and with my wife retired we have plans of travel, and that is going to be grand. I'm not out of the hobby by no means, but this will allow me to make proper progress on my other 1/6 scale Bomber. A *B-26B*, I'll do up in my father's markings.

Saturday September 19, Monaville TX

Wow 168 pilots. Texas big. Absolutely the biggest in Texas. That said, be sure to check out pics. Now..... big storm on its way here from Gulf side. Transmission gone in my truck too. But.... I have access to a canoe - Haha.



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Bomber Field B-17 Event Cont.



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~ **Western R/C Flyers 2020 Event Schedule** ~

Club events posted on **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 Renewal and Application 2020**

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Phone: _____ Email: _____

AMA Number: _____ Payment: \$ _____

2020 Dues: \$35 (Renewals must be paid by **April 1**) New ___ Renewal ___ (Check One)

Sign Here: _____ Date _____

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

Make Checks Payable to: Western R/C Flyers

Complete this form (new applicants only); current members include AMA number with mailing address; send check to WRCF Treasurer:

Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118