Western R/C Flyers

OMAHA NEBRASKA
AMA 857

TAILSPIN NEWSLETTER

September 2015 Issue

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A Word from the President

Well our ***Bud Hall*** *Big Bird Fun Fly* was held on a very windy day. Our turnout was low due to strong winds, but the flying was outstanding. (*Bud's photo circa 1983 on right*.)

Seven brave and hearty souls extended their skills and flew their planes in the 20 to 25 mile per hour winds, die-hard flyers for sure. Not one plane was lost. All flew and landed their planes, Outstanding pilots one and all. My shade canopy may have been worse for wear after the day at the field, but my plane was fine.

Plenty of time to go fly yet folks, and the field never looked better. I have received many complements on our field lately. What has become a repeated comment is: "*It looks like a carpet*". Thanks again to all of those who help with our field.

This year has been very busy for me and my family. It looks like it may be slacking off a little for the rest of the year and next year, I hope. See you all at the field.

Thanks! ***~ Rick Miller***

Next Meeting:

7:00PM Tuesday September 1, 2015

Mead Field – Come Early to Fly!

Vice-President's Corner

Wish I could have made the ***Bud Hall*** *Event*, we were out in western Nebraska at a Viet Nam Veterans Reunion for the weekend. Went out to fly Aug 25th...that Tuesday evening was perfect for flying. Several of us were out flying. Hope to see you at the meeting on September 1st.

See you on the Field! ***~ Richard Jonas***

August Treasurer's Notes

Well the summer is moving faster than ever it seems. I have attended 2 *Warbird & Classic* events, one in Owatonna, MN and one in Ottumwa, IA in the last two weeks. Both were very well attended by very good pilots and fantastic planes. Owatonna had 120 plus pilots with approx. 300 planes and Ottumwa had 43 pilots with approximately 120 planes. The two events were fund raisers for *Wounded Warriors* and both appeared to do well with donations.

I have started flying the jet that I bought to practice with so that I can test fly my Top Gun Sonex Jet and be ready for the 2016 event. Biggest difference with the jet is the fact that you need to allow your self-time for the turbine to spool up should you need to go around if the set up for landing is not good.

Enough about my exploits, renewals and new members have stopped for the most part, the club continues to remain in the black with some reserve. Mowers have needed some repairs and the mowing teams are doing a great job. Sure makes flying fun when the field is kept in such nice condition.

Hope you all are enjoying the flying season as much as I have, there is still a lot of good days out there somewhere, so make the best of them.

Your Treasurer ***~ Dean Copeland***

August 2015 Meeting Notes

Western RC Flyers meeting minutes, Tuesday August 4, 2015 7 PM. (*Mead Flying Site*)

(7) Members present

The meeting was called to order by WRCF President **Rick Miller** 7:10 PM.

Treasurer **Dean Copeland** presented the monthly report. WRCF has total of (45) paid members so far for 2015. This is an increase of (1) from the previous month. Dean provided income details for the month and expenses for *Port-A-Potty*. It was moved/seconded/approved to accept the treasurer's report.

It was moved/seconded/approved to accept the July 2015 WRCF meeting minutes as published in the August, 2015 *Tailspin* Newsletter.

Old Business:

Rick Miller said that he would present some bills for recent expenses.

New Business:

Dean Copeland announced that Jim Phillips is selling his fleet of (9) radio control aircraft and talked about the offerings. (*See list in this newsletter*) Some of the planes '*saw action*' in past '*Byron Originals*' air battle re-enactments from the 1980's. Call Jim for more information. The on-line auction for '*Colonel Lanes*' modeling items was discussed.

Upcoming WRCF Events:

The WRCF annual **Bud Hall** event is planned for Saturday, August 22 with rain date Sunday, August 23. Landing fee is $10 which includes lunch. Rick will coordinate the food/water/sodas for the event. **Jim Henley** and **Tim Peters** will assist. Donations will be accepted for lunch. The monthly Old Timer/Glider event is August 15.

It was moved/seconded/approved to adjourn the meeting at 7:25 PM.

Cont. Page 3

August 2015 Meeting Notes Cont.

Show-and-Tell:

Those present got the opportunity to see **Rick Miller**'s 5-cylinder radial *ASP FS400 AR* motor. Total displacement is 65 cc's and is rated at 9000 RPM. We're looking forward to see this beauty in action. Another hit was **Dean Copeland** demonstrating one of his two *Wren MW54* turbine jet engines. This one was mounted to a '*test stand*', where everyone could see the components that go into operating the turbine. Dean talked about the learning process for turbine engine operation and that he will be obtaining his AMA waiver soon. We all watched (*and HEARD!*) the engine start and spool up to full (100,000+) rpms. There are electronics for monitoring and controlling the turbine engine. Both of these demonstrations made it well-worth the drive to attend the WRCF August meeting.

Jim Henley, Dave Kelly, **Rick Haneline**, **Rick Miller** and **Tim Peters** were all seen flying aircraft before and after the meeting.

That's it! ***~ Tim Peters***

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

LAS VEGAS RC NEWS

Six hundred thirty two (632) is the number of complaints the *FAA* has had year to date about quad copters (*drones*) flying in full size aircraft space or in restricted areas. This number is up over 200% from last year at this time. I believe most violations come from non-hobbyists (*non-AMA members*) and they will be ruining the hobby for all of us.

The *AMA* has chosen to raise its dues 36% to help offset the legal costs of defending the hobby to the *FAA*. I applaud their action and think they are fighting a losing battle. The culprits in this plot are the greedy hobby manufacturers. You can buy a *DJI Phantom* at *SAM'S Club*, who will be happy to give you technical advice if they knew anything. *Best Buy* sells *Blade* products to the masses; *Fry's* here in *Vegas* sells my *Q-500* - another knowledgeable dealer.

Our hobby is maturing; most clubs have seen a drop in membership due to the high costs that are involved. Most young people really could care less about RC, unless they can play with it in front of their house (*or inside while on their phone, I-pad or Computer*). The manufacturers are committing suicide by not making the hobbies accessible. There are no school programs sponsored by them. I am saying give a school 24 Dromida Drones *($79.00 retail*) start a class and these kids will be enthralled. The payback over the person's lifetime is huge.

I am feeling my days as engine re-seller are coming to an end. The bottom has fallen out of collectables, useable glow is a dinosaur and OS just invented the "*Spark / Glow Plug*" whatever the heck that is (*heard the term diesel boys?*) my guess is that plug will be near $20 each and the 40 size motor is over $300, greedy as it gets.

Sorry guys, I need to rant every so often. I sit at the hobby shop several days a week and see where things are going, and it is not a pretty picture. I can't tell you how many people come in asking for a camera drone, not realizing the restrictions placed on them here in Nevada. The Bureau of Land Management (***BLM***) has posted signs on Federal land (*80% of Nevada is government owned*) NO DRONES. What part of this do the Hobby Manufacturers and Distributors not get?

Hot in the Desert! **~ Bob Boumstein**

Building Up-North Country

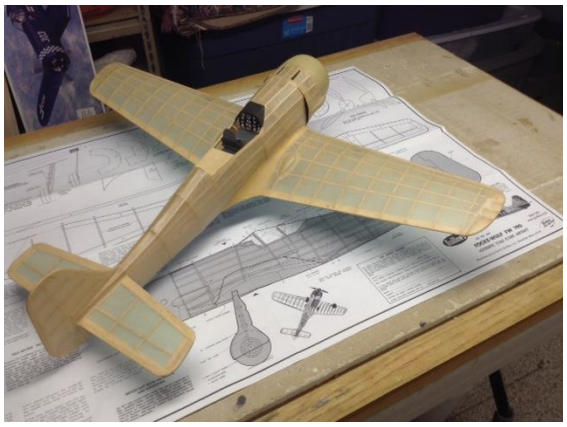
Report and Photos by Jim Drickey

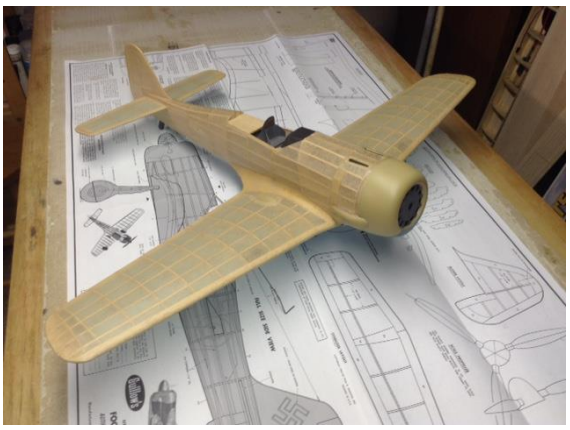
Saw these guys in Owatanna, **Dean Copeland**, **Mike Crosby**, **Dave Kelly** and **Jim Henley**. Jim won best civilian award at the show with his beautiful "*Reliant*", good job Jim! Had a good visit with the "*Omaha crew*." I've been doing some work on the *FW 190*, tail on and some bump details. Dark camo tissue goes on next, just taking my time with this build, not in a hurry.

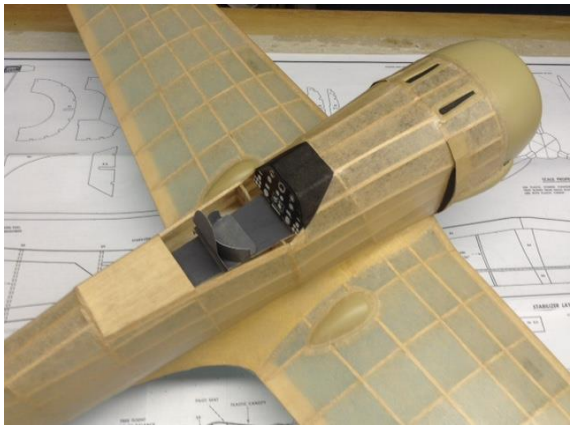
We're in the last throws of summer up here in northern Minnesota, have already seen some early color in some trees. *Labor Day* pretty much the start of fall up here. Did not do much flying this year. That part of my airplane hobby fading for me. Doing the stick and tissue is really where I'm at. I'm selling off most of my bigger airplanes. The thrill is gone! (……*BB King*). Still enjoy building any size airplane.

Still hang 'in there!

Keep on, Keep'in on……





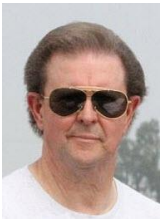


Photos from Mead Field

Photos by David Miller

The Bud Hall Big Bird Event
22 Aug 2015

Report and Photos by Jim Henley



The annual **Bud Hall** Memorial was held Saturday August 22, 2015. The weather conditions were a challenge this year. Cloudy skies and 20 to 30 MPH winds made for rough flying. All attendees were able to get one flight in with the more daring and talented pilots going for 2 or even 3 flights.

The persistent wind was the reason our attendance was down considerably from years past as we only had 5 or 6 pilots and 4 or 5 spectators. On the positive side the bratwurst was excellent as always and we had plenty of chips, potato salad, and soda to feed those hearty appetites. Even with attendance down from past years there was some good piloting skills shown and everyone had a good time.

Tim Peters and his new Piper Pawnee

Mark Darby with Laser 200

Our president and his CAP 232

Ryan Nelson with Pilatus

How many Western R/C Fliers does it take .....?

Tim's Pawnee being prepped for maiden

Cont. Page 7

Bud Hall Big Bird Event Cont.

Tim and Dean making the last minute checks

No, it is not DOA, Dave still needs to get the struts on his Robin Hood

Pawnee ready to take to the air

Dave Kelly and grandson Brayden fueling his Sig Kadet

Dave Kelly and grandson Brayden fueling his Sig Kadet

Dave Kelly and grandson's Cameron and Brayden

Tim going to retrieve the Pawnee after a successful maiden

Dave Kelly's Mustang

UAV Over Mead Field

Report and Photos by Tim Peters

A lot of you have heard about the *University of Nebraska* team that is working with Unmanned Air Vehicles (*UAV*) for agricultural research. This group uses the *WRCF Mead* flying site as the base for their operations. On July 31, 2015 *WRCF* club members **Rich Jonas** and **Tim Peters** got to see this team in action as they did the final group of tests on one of the fixed-wing aircraft that is used in the program. Club member **Dean Copeland** is the test pilot for this group.

The aircraft being tested resembles a large electric-powered sailplane. In addition to rudder, elevator and throttle control, the plane employs a combination of ailerons and flaps that span the entire wing. The transmitter for the aircraft appears to be off-the-shelf *Airtronics*, but that's where the similarities end. This plane can be commanded from either of two different sources; the transmitter and an on-board computer inside the plane. A switch on the transmitter is used to transfer control between it and the on-board computer, similar to how a buddy box setup works for our airplanes. The pilot controls the UAV during takeoff, landing, and at other times when directed by the team. When the computer has control, it operates a program that is stored internally. The program can be modified in flight via commands from a tablet pc. The tablet is part of a ground-based station that can transfer commands to the plane and receive data from it. One of the photos shows the ground station equipment and the uplink/downlink antenna. The received data telemetry provides information on a number of flight parameters including the aircraft's position and speed over the ground.

This particular day the UNL team members included a faculty member and two students. They were very patient about having us observe and gracious about answering the questions we had. We watched as the UAV was assembled on one of the WRCF plane stands. The team did a number of pre-flight checks before declaring it ready for flight. They also had a brief discussion of the flight plan for this particular test. While all of this was taking place, one of the students was preparing a winch for launching the plane. The winch setup was similar to that used with R/C sailplanes: a motor/spindle at the launch location and a turnaround pulley at the upwind end. The UAV had a tow hook located on the bottom near the center of gravity. The duration of the winch launch is very short, only long enough for the plane achieve airspeed. At that point the pilot starts the electric motor and the UAV releases from the winch. We watched as Dean piloted the UAV up to an altitude of around 450 feet. After using the tablet pc to verify all aircraft systems were operational, control was transferred to the on-board computer. The UAV then proceeded according to a pre-programmed flight path. In this case the path was parallel to the runway, about twice as long as the runway, with a 'U' turn at each end. Each turn resulted in the next pass being further and further to the east. We watched as the UAV followed its program for about 30 minutes without any assistance from the pilot. I asked Dean whether the *Airtronics* transmitter had any power booster that extended its range. The answer was no; the transmitter was stock and that they had not seen any range issues. The ground station setup provided additional range if needed—but then the UAV would be commanded through the tablet pc.

Upon completion of the test, Dean assumed control of the plane and set it up for landing. He indicated that landing approaches require careful application of flaps and power. As you might expect, the UAV propeller is hinged at the hub so that it can fold back during landing to avoid damage. This particular landing was smooth as expected. The plane was examined and disassembled; large quilted bags were provided to stow the wings and fuselage for transport.

The faculty member **Jacob Smith** indicated that this flight were near the end of the testing phase for the project. The next phase is to install instruments on the UAV: multi-spectrum analyzer and FLIR (*heat imaging*). The team will use these instruments to monitor crop conditions while flying overhead.

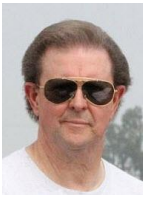
Thanks to all of the UNL team and pilot (*and WRCF member*!) **Dean Copeland** for their hospitality!

Cont. Page 9

UAV Over Mead Field Cont.

Warbirds over Owatonna 2015

Report and Photos by Jim Henley



Warbirds over Owatonna was held August 7, 8, & 9, 2015. This was the first time we were able to attend this event but the wait was worth it. This is one of the larger events in the Midwest and attracts pilots from all areas of the country. The weather was very good with light quartering winds, making for excellent flying.

Western RC Flyers were represented at *Owatonna* this year by **Dean Copeland**, **Dave Kelly**, **Jim Henley**, **Jud Bock**, and **Bob Johnson**. **Jim Drickey** made it down from the frozen wastes of northern Minnesota and **Mike Crosby** came in from Missouri to attend.

The *Southern Minnesota Model Airplane Club* (*SMMAC*) does a phenomenal job in organizing putting this fly-in. The field is southwest of the town of *Owatonna* on private acreage in the middle of beautiful Minnesota farmland. There is a grass runway in addition to a 700 foot "*paved*" runway. The club contributes to the *Veterans Airlift Command*, a nonprofit that provides air transportation for wounded veterans and their families.

After the Saturday BBQ rib fest the awards were announced for the following categories:

Category	Pilot	Aircraft
Best WW1 Aircraft	**Shane Logue**	**DH-1**
Best WW2 Aircraft	**Carl Bachhuber**	**He-111**
Best Classic Aircraft	**Jim Henley**	**Stinson SR-9**
Best Modern Military Aircraft	**Howard Davidson**	**Skyraider**
Best of Show	**Dave Becker**	**WACO**

Owatonna 8-7-15 looking down the flight line

Owatonna 8-7-15 flight line

Owatonna 8-7-15 flight line

Dave Kelly and grandson Brayden with Byron Corsair built 30 years ago

Cont. Page 11

Warbirds over Owatonna Cont.

Dean Copeland, Jud Bock, Bob Johnson

Cockpit shot DH-2 scratch build

DH-2 Cockpit

40% AMR WACO with 400 Moki and smoke

Award ceremony 8-8-15 Stinson won best classic. I had plaque turned wrong way.

Jim Drickey 8-8-15 BBQ rib feed

Sig 70" T-Clips

Review by Jud Bock

Lately, I have been thinking I needed a new better looking Sport –flying plane. My old stand-by, an *Ugly-Stick* type that I drew up the plans for a few years ago, scratch-built, and have crashed several times and repaired, was in need of up-grading. I have been looking at a **Sig** model**, a T-clips -70,** (*a clipped wing Taylorcraft*) which is a larger model of a smaller *T-clips* they came out with a couple of years ago. This is a .60 size model, 70 inch wingspan, for both electric and fuel, and included are both the motor mounts for electric and fuel. This is very nice and makes the assembly go very smoothly and reasonably fast. I have built probably 5 or 6 *Sig* kits and have always been very happy with them. They are well thought out, very complete with all the hardware you need, and in the case of their ARF's, they are balsa/plywood constructed and *Monocote* covered.

I like larger planes, because at my age, seeing them is getting more difficult, so the bigger the better. I read the stats on quite a few planes before opting for the T-Clips, and of course the cost factor always helps me make my decision. As you can see from the enclosed pictures, everything came nicely packaged and it has a very nice manual. The fiberglass cowl and large wheel pants have a very nice coat of high gloss paint on them that matches the Monokote perfectly. All this runs a little over 200 bucks. I doubt very much if you could scratch build a plane anywhere near this nice for the same money.

This plane is a stand-off scale of an aerobatic air show performer. It has the decals of the full size plane pilot/owner all over it, so there is no doubt as to who the full size belongs to. The owners name is **Eric Erdgren** and he does a comedy airshow act. There is a video on line, and here is the address. *http://www.youtube.com/watch%3Fv%3D1_GLN0ys7Vs*

I only fly electric now days, so that was the option I decided to go with. As I noted before, the kit comes with an electric mount already built, with the centering hole for the cowling on the mount, which saves quite a bit of time trying to get the electric motor to come out of the cowling just right. A nice feature they thought of and built in was the magnetic windshield assembly, which allows the battery to be changed in about a minute, with no screws to take off. Another nice feature is the two piece wing with an aluminum tube connecting the two halves. Makes travel in a small vehicle easy.

I estimate it took me about three 2 or 3 hour sessions to get it ready to fly. The manual recommended a .60 size electric and I had one available from one of my other larger electrics, so I had all the components I needed to get it ready except the battery. It calls for a 5000 6-cell Lipo, which is supposed to give it about 7 to 10 minutes of flying time depending on your throttle handling dexterity.

The pictures show the different stages of construction, and the final product.

Specs are as follows:
Finished weight with a 6S battery rated at 5000 watts was 7.5 lbs. I figure it might be a little lighter with a two stroke motor or a little heavier with a 4 stroke motor. I used a 100 amp ESC and a Tacon .60 sized electric motor with 400 kV. 400 KV times 22.2 volts gives me a max. RPM of 8800. I have opted for a 14 X 7 prop to start, and that may change. So, at the time of this writing, I still have the test flight to do, and hope it goes well.

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I really like the looks of it, and think you will too if you build one. See you at the field.

Jud

Cont. Page 13

Sig 70" T-Clips Review Cont.

Beginner Builds First Plane

By Doug Clemetson

Greetings fellow *Western R/C Flyers*: I would like to introduce myself as a new member of the *Western R/C Flyers* group. I have met a few of you and am looking forward to meeting the rest of the club members. I joined the *AMA* and *Western R/C Flyers* in June and am a newbie to this hobby. My friend **Nelson Carpenter** has been trying to get me interested in building and flying R/C planes for a few years and I finally thought I would give it a try. Now I think that I am hooked. I bought a *Great Plaines Piper Cub J-3* kit from **Dean Copeland** in March and started building the 1:5 scale plane on June 12. It was a tremendous challenge and learning experience but Nelson has mentored me throughout the building process. After gluing my fingers together several times and slicing my middle finger with a razor blade while cutting balsa (*required 8 stiches during a $600 emergency room visit*), I have learned so much by making mistakes. I am anxious to start on my next project plane.

The 1:5 scale *Piper Cub J-3* has a 76.5 inch wingspan, length of 49 inches, weighs 6 pounds 15.6 ounces and is powered by a 4-stroke OS Max Surpass 52 engine with a 12x6 propeller. With a wing area of 820 square inches it has a wing loading of 19.6 ounces per square foot. For the covering, I used "Cub Yellow" MonoKote and painted the cowl and engine compartment with *Cub Yellow LustreKote* spray paint. Although the Cub was constructed mostly to scale, I chose not to install the wing struts and landing gear shocks since they were not needed on the model for structural stability and I was anxious to try and put it in the air. I also haven't put on the Cub's famous black lightning pinstripes on the sides yet, but may add those along with the struts in the future.

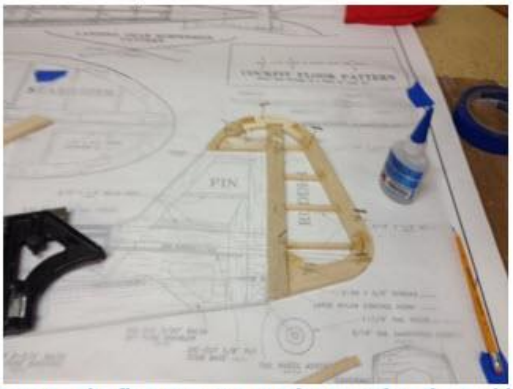

Photo 1 - The first step was putting together the Rudder

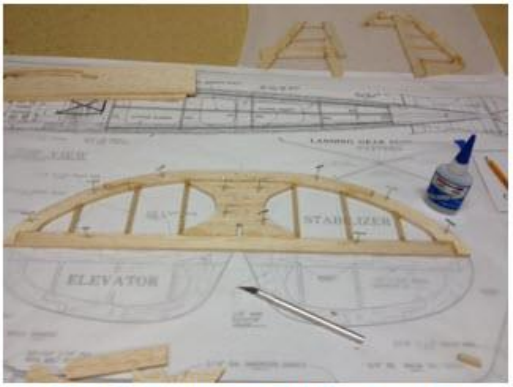

Photo 2 - Showing the Stabilizer Assembly

Photo 3 -Completed Wing with Ailerons installed

Photo 4 –Partially completed fuselage with wing in background

Cont. Page 15

Beginner Builds First Plane Cont.

Photo 5 - Battle Scars

Photo 6 - Installing Landing Gear

Photo 7 - Installing Elevator and Rudder hinges and pushrods

Photo 8 - Covering Fin and Stab

Photo 9 - Covering the Fuselage

Photo 10- Covered Wing and Fuse

Photo 11 - Servos and Receiver

Photo 12 - Completed Piper Cub J-3 (1:5 Scale)

Cont. Page 16

Maiden Flight

The maiden voyage of the 1:5 scale Piper Cub occurred on August 24, 2015 about 11:00 at the *Mead* facility. It was a beautiful sunny morning under high pressure (30.2 inches) with nearly calm winds out of the Northwest at 5 mph and a temperature of 67 F. **Nelson Carpenter** served as test pilot for the Cub's maiden flight and I was the photographer/videographer. We started with a radio check and testing the Elevator, Rudder and Ailerons for proper operation. After starting the engine and optimizing the fuel/air mixture with the needle valve, the Cub was placed on the runway for a north take-off. It took off quickly without even getting to full throttle due to its relatively large wing area and a 12x6 propeller. Nelson noticed that the elevator control was quite sensitive during the flight and the rudder was required to assist the ailerons when making right turns to prevent sliding. Nelson landed the plane softly on the main wheels and taxied back to where we were standing. We adjusted the pushrod and servo arm for the elevator to reduce the amount of throw to make it less sensitive. We also adjusted the throttle pushrod and servo arm to keep the engine idling at low throttle. After the adjustments, the Cub was less sensitive to elevator changes which resulted in a smoother more stable flight. After three more test flights we decided to call it a day. Nelson has suggested one more adjustment for me to make before the next flight. He thought the plane was a little tail heavy and I should add some weight to the nose. Looking forward to flying with you all at *Mead*. If you have any questions, comments or suggestions you can email me at clemetson@att.net

Photo 13 – Cub Maiden Flight Take-Off

Photo 14 - Cub Maiden Flight Soaring Overhead

Photo 15 - Cub Maiden Flight Landing

Photo 16 - Doug with Cub after Maiden Flight

Cont. Page 17

History of the Piper Cub:

In the late 1920's, two brothers, **Clarence** and **Gordon Taylor** were fabricating two-seat high wing monoplanes called the "Chummy" near Rochester, New York. The Chummy was equipped with a 90 HP Anzani radial engine and sold for $4,000. They built the planes themselves and barnstormed with them between sales which were few. In 1928, Gordon died in an accident flying another Taylor airplane design.

After Gordon died, **Clarence Taylor**, a self-taught aeronautical engineer, moved to Bradford, Pennsylvania and convinced several oil men to put up $50,000 to found the Taylor Aircraft Corporation there. **William Thomas Piper**, who was an oil man and knew nothing about airplanes, found himself on the board with an investment of $800. In the fall of 1930, Piper persuaded Taylor to design a cheap little airplane, called the E-2. They put a two cycle, 2 cylinder Brownback "kitten" engine in it, but it would only raise the plane 4 or 5 feet off the ground before it ran out of runway, so they referred to it as a "Cub". The name stuck, but more power was needed. After experimenting with several engines they finally settled on Continental's A-40 that developed 37 horsepower.

Taylor Aircraft Corporation went bankrupt and Mr. Piper bought the entire assets for $761. He made Clarence Taylor president, and named himself as treasurer. The E-2 Cub was licensed June 15, 1931. They sold 22 Cubs that year at $1,325 each.

In December 1935, after a series of clashes, William Piper bought out Clarence Taylor, who left the company and went on to form the Taylorcraft Aircraft Company. On March 16, 1937 a fire destroyed the Bradford factory and the company relocated to an abandoned silk mill in Lock Haven, Pennsylvania. In 1937, it was renamed Piper Aircraft Corporation.

The first Piper J-3 Cubs were manufactured in 1937 with 25 aircraft built that year which sold for just over $1,000. During the 1930's and 1940's the "Cub" was the most popular small plane with 19,888 of the planes built. Several variants of the J-3 were produced with various makes of engines including Continental, Franklin, Lycoming and Lenape. Sizes ranged from 40 to 65 HP. The J3C-65 Cub had a 65 HP Continental engine, a wingspan of 35 feet 3 inches, a length of 22 feet 5 inches, and an empty weight of 765 lbs. It had a maximum speed of 87 mph, a cruising speed of 75 mph, a range of 220 miles and a service ceiling of 11,500 ft.

Over 75% of World War II pilots took their primary training in a "Cub". A military variant of the J-3 Cub called the L-4 Grasshopper went into production in 1941. The L-4 Grasshopper was mechanically identical to the J-3 civilian Cub, but was distinguishable by the use of a Plexiglas greenhouse skylight and rear windows for improved visibility and painted an olive drab green. The L-4 had a top speed of 85 mph, a cruise speed of 75 mph, a service ceiling of 12,000 ft, a stall speed of 38 mph, an endurance of three hours, and a range of 225 mi. 5,413 L-4s were produced for U.S. forces, including 250 built for the U.S. Navy.

In 1947, the Piper J-3 Cub was replaced by the Piper PA-11 Cub Special with 1,500 produced. The Cub Special was the first Piper Cub version to have a fully enclosed cowling for its power plant. In 1949, the PA-11 Cub Special was replaced by the Piper PA-18 Super Cub which Piper produced until 1981. In all, Piper produced 2,650 Super Cubs. The Super Cub had a 150 HP engine which increased its top speed to 130 mph.

Cont. Page 18

Photo 17 –Cubs gather for their 75th anniversary at AirVenture 2012 – Photo Courtesy of "PiperCub-75th" by FlugKerl2 - Own work. Licensed under CC BY-SA 3.0 via Commons - https://commons.wikimedia.org/wiki/File:PiperCub-75th.jpg#/media/File:PiperCub-75th.jpg

References:

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https://en.wikipedia.org/wiki/Piper_Aircraft
https://en.wikipedia.org/wiki/Piper_J-3_Cub
https://en.wikipedia.org/wiki/Continental_A40
http://www.britishanzani.co.uk/History.htm
https://en.wikipedia.org/wiki/Piper_PA-11

Western RC Flyers
Field Operations Charter

- *Mission and Vision Statements*

  To provide for the enjoyment of diverse types of RC Aircraft operations, for members and guests of the WRCF club.
  To promote and extend RC Flying and RC Modeling Hobby via comradery and activities to all.

- **Field Rules**

1. Flyers are required to be current members of the AMA & the WRCF Club. Or escorted by a WRCF member, or a qualified guest (such as: active serving military personnel with AMA membership).
2. Compliance with FAA, FCC, AMA, Federal, State, Local, Landowner, & Club codes & rules, both posted and non-posted is required.
3. Flyers and all Flight activities will be conducted in a courteous, responsible and safe manner.
4. Flyers WILL accommodate each others flying, so all participants may utilize the club resources. Including, but not limited to, the specific issues listed below:
   a. Extended blocking or interference of conventional flight path operations, via activities dwelling on or above the runway or other conventional flight path, is prohibited.
   b. Maneuvers that dwell extensively & block specific lines, areas or paths, may possibly be accommodated away from conventional routine flight pattern operations.
   c. Activities that excessively affect other flyers or bystanders that are not necessary or appropriate are prohibited. This applies to all areas including the pits and flight areas.
5. Rotary wing operations are limited to conventional aircraft type flight patterns.
   i.e. No blocking of any specific flight area, accommodation for hovering / stunts may be at an unused area. Possibly off the very south end of the pits, if available.

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Emergency contacts, **911** or SAUNDERS COUNTY DISPATCH **402-443-1000** **Field Location-**

South by Southeast of Mead, East side of UNL ARDC Maintenance Buildings, nearest Intersection Co Rd 9 & i st. **41.177° N, 96.468° W**

In case of emergency events also contact WRCF Club President .

~ 2015 Western R/C Flyers Event Schedule ~

January 2015

- **Wednesday, Jan 7th** - *Club Meeting* 7pm, NRC, Natural Resources Center, 8901 S. 154th St.
- **Saturday, Jan 17th** - *Strategic Air & Space Museum's Indoor Air Show 2015*

February 2015

- **Tuesday, Feb 3rd** - *Club Meeting* 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.

March 2015

- **Wednesday, Mar 4th** - *Club Meeting* 7pm, NRC, Natural Resources Center, 8901 S. 154th St.

April 2015

- **Wednesday, Apr 8th** - *Club Meeting* 7pm, NRC, Natural Resources Center, 8901 S. 154th St.
- **Saturday, April 18th** – *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

May 2015

- **Tuesday, May 5th** - *Club Meeting* 7pm, at MEAD FIELD, bring a plane, open flying.
- **Saturday, May 16th** – *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.
- **Saturday, May 30th** – *Scale Fun Fly and Swap Meet* at Mead Field starting 9am.

June 2015

- **Tuesday, Jun 2nd** - *Club Meeting* 7pm, MEAD FIELD, bring a plane, open flying.
- **Saturday, Jun 14th** – *Annual Spring Club Fun Fly* at Mead Field starting at 10:00am. Open flying.
- **Saturday, June 20th** – *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

July 2015

- **Tuesday, Jul 7th** - *Club Meeting* 7pm, MEAD FIELD bring a plane, open flying.
- **Sunday Jul 12th** – *Western Flyers Open House Fun Fly.* Starts at 9:00am with flying until dark.
- **Saturday, Jul 18th** - *Old-Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.

August 2015

- **Tuesday, Aug 4th** - *Club Meeting* 7pm, MEAD FIELD a plane, open flying.
- **Saturday, Aug 15th** – *Old Timers Fun Fly with Glider Fly* - Starts at 9:00am with flying until 3:00pm.
- **Saturday, Aug 22nd** – *Bud Hall Large Aircraft Fun Fly*. Aircraft restricted to IMAA criteria. Landing fee $10.00 provides lunch and flying. Rain date Aug 23rd.

September 2015

- **Tuesday, Sep 1st** - *Club Meeting* 7pm, MEAD FIELD - bring a plane, open flying.
- **Saturday, Sep 19th** – *Old Timers Fun Fly with Glider Fly* – Starts at 9:00am with flying until 3:00pm.

October 2015

- **Tuesday, Oct 6th** - *Club Meeting* 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- **Saturday, Oct 17th** – *Old Timers Fun Fly with Glider Fly* – Starts at 9:00am with flying until 3:00pm.

November 2015

- **Wednesday, Nov 3rd** - *Club Meeting* 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- Nominations taken for 2015 Officers

December 2015

- **Thursday, Dec 1st** - *Club Meeting* 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154th St.
- 2015 Officer elections

Western R/C Flyers Inc. 2015 Membership Application

Please print clearly!

Name: _____

Street: _____

City: _____ State: _____ Zip: _____

Evening Phone: _____ Day Phone: _____

Email: _____

AMA Number: _____

Amount Paid: $_____

2015 Dues: $35 (*Renewals should be paid by **April 1***) New___Renewal___ (Check One)

Sign Here: _____ Date_____

Membership subject to approval. AMA membership is required.

Make Checks Payable to: Western R/C Flyers

Complete this form and send with check to WR/CF Treasurer:
Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118