



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

September 2017 Issue

**President: Rick Miller**

Phone: 402-624-2530 email: [rick.miller@kellogg.com](mailto:rick.miller@kellogg.com)

**Vice President: Rick Haneline**

Phone: email: [richh55@msn.com](mailto:richh55@msn.com)

**Website Director: Joe Halamek**

Phone: 402-592-7876 email: [Weflyrc10@yahoo.com](mailto:Weflyrc10@yahoo.com)

**Treasurer: Dean Copeland** email: [dcopeland937@centurylink.net](mailto:dcopeland937@centurylink.net)  
Address: 15668 Fountain Drive, Omaha 68118 Phone: 402-334-2787

**Secretary: Tim Peters**

Phone: 402-880-1508 email: [tpetersrc@gmail.com](mailto:tpetersrc@gmail.com)

**Tailspin Editor: Nelson Carpenter**

Phone: 402-709-3651 email: [nelsonsc3@cox.net](mailto:nelsonsc3@cox.net)

### A Word from the President



Just a month ago our flying field was turning brown with the grass appearing to go dormant. I say "appearing" because in time for the Bud Hall event, the grass had greened up again thanks to some late August rains. It still looks great!

The *Bud Hall Large Airplane Fun Fly* was a roaring success with good participation and some really nice airplanes. Flying was continuous and seemed non-stop. It also served to introduce some flyers to our club who have now expressed interest in become club members. Hard to believe that it was the 28<sup>th</sup> annual Bud Hall event.

You folks are doing a good job policing and picking up the field after flying. Trash left at the field simply doesn't happen. That doesn't go unnoticed by those driving by. Especially the university staff. It makes a difference. Thank you.

The photos in this issue of *Tailspin* are pretty good of the Bud Hall fun fly. As are the other photos. But Nelson would really like to show more photos of you others and your airplanes who he doesn't always see at the field. Please take a camera next time you go to the field and fly. You could e-mail your photos to Nelson and he'll include some of them in the next *Tailspin*.

Lastly, we all would like to thank Joe Halamek for the years he has managed the club's website. It has been stellar and seen by many. As of November 1<sup>st</sup>, Joe is giving up his duties with the website. Again, thanks Joe!

**See you at the Field!**

**~ Rick Miller**

### Next Meeting: TBD



### Vice-President's Corner



Well Nelson was bugging me right up to the last few days to get him something for my monthly Vice President's blurb. I'll admit I was tardy, and probably held up this newsletter getting out. So my apologies if you were waiting on the edge of your seat to get this newsletter.

However, not always do I have something worthwhile to say - okay, a lot of you will say I NEVER have something worthwhile to say.... What I will say is that I've been having fun flying this year with you guys and several new airplanes. I really enjoyed the *Bud Hall Large Airplane Fun Fly* too.

**Fly 'em!**

**~ Rick Haneline**

# Treasurer's Report



As most of you know I had major back surgery after an injury that laid me up for almost 5 weeks. The surgery was very successful and I am nearly back to normal and have started flying again with help from fellow flyers (*help me get planes in and out of car*). Many thanks to all of you.

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

Our club treasury continues to be in the black and similar to past years. Many thanks to the mowing crews as the field has been in great shape all year. If any of you have bills from food etc. please get them to me and will take care of them. Happy flying.

Your Treasurer ~ Dean Copeland

---



## A WAVE CAN GO A LONG WAYS!

Don't be timid about giving the Mead university staff a wave when you see them driving by on the road. Your friendliness helps our club's image and welcome at Mead. Besides, they're friendly people and you might find them waving at you first. -Nelson

---



# Round the Skunkworks

By Tim Peters



This month features an archeological expedition deep into the Skunkworks to locate, dig up, and repurpose three relics from the past.

Relic #1 is a Sig 'Rascal 40' plane. I needed a new home for a good-running OS .52 FS (four stroke) that came out of the Quaker (old timer) wreckage from last month. The Quaker crashed due to a 'yet-to-be-figured-out' in-flight radio failure at an area flying site (not Mead). The Rascal 40 was taken out-of-service about 10 years ago but is still in good shape—even had servos installed. The plane



requires an inverted engine installation--I am certain that model aircraft designers that put inverted engines into sport plane designs need counseling. In fairness, the OS .52 does start easily inverted and the plane flies well. I did take advice from my flying buds and installed a fueler attachment on the plane to allow for upright fueling.

Relic #2 is a matched Futaba Synthesized Transmitter Module/Receiver on 72 MHz. Before I finally switched to 2.4 GHz I had the module and several receivers that allow you to fly on any of the 72 MHz frequencies. Both the TX module and the receivers have small dials that let you choose the frequency. I was very smug about this ability until I learned about 2.4 GHz and its capabilities. You may ask: 'Tim, why would you pull such an archaic item out of storage?' Gooooooooood question. This relic is also related to the Quaker radio failure. Prior to the crash, the Quaker just gave a brief in-flight glitch, then returned control for a second, then went into a nose dive from about 100 feet. Other fellows have given their opinions, but I don't have an explanation for the radio failure. I heard a few things about problems with 2.4 GHz (various kinds of radios) at this flying location so wanted to rule that out. So for a while I'm taking a step backwards to 72 MHz (for just one aircraft) just to see. The equipment is going into my other Old-Timer (Powerhouse) replacing the 2.4 GHz setup. The Futaba 72 MHz equipment has always been rock-solid so I will try it at the same field where the crash occurred. (Now if I could only find the frequency flags....)

Here's the last 'Oldie but Goodie'. Back in the 'Old Days' before computer SSD Drives, Hard Disks, USB sticks, DVD Drives and CD drives there were storage devices called 'floppy disks'.



Some of you may recall 3.5" floppies, but I want to take you another step back to 5.25" floppy disks. Computers had disk drives that could read these 'things'. They were flexible, hence the 'floppy' name. Since they were somewhat fragile, it was prudent to store these in a container. I am including a picture of a storage box made by 'Elephant Memory Systems' ←note the 'storage' reference—elephants never forget. I am using the box for storing adhesives; it keeps them all safe and in the same place, and is simple to locate what you need.



The recent Bud Hall event was enjoyed by a lot of pilots and spectators. Thank you everybody for making this fun. That includes the mowing team, the field prep team, President Rick and VP Rick and Safety officer Mike Lawver. Everyone appreciated the timely communication about switching to the 'rain date' and letting everyone know. Leroy Konecky expertly managed the grill. Let's do it again next year!

I enjoy dishing it out but can take it as well. Maybe some of you have good reasons for my recent Quaker crash. Feel free to submit them to the Tailspin newsletter. Start with these:

1. Maybe it was due to that 'special receiver switch' that has (3) modes: off, on, and the ever popular in-flight adjustable 'sometimes on, sometimes off'.
2. Accidentally flipped the mode switch on my battery charger and used Metric electrons instead of SAE.
- 3... Insert your own comment here.

All for now.

---

Western R/C  
Flyers

# Old Timers/EP Gliders Fly

August 19, 2017

The weather cooperated with us for the August monthly flying of old timers and EP gliders. Winds were down, and it was a decent day.

Our group has decided that we really don't need to tie up the field the entire day with gatherings of old timers/EP gliders; so starting with this month and in the future, it will be held only in the mornings. Everyone will be done by 12 noon. This should accommodate those wanting to fly on a Saturday - the one day a month we hold it.

But do come out and see what flying these types of airplanes are all about. Next gathering is **Saturday September 16th**.



Cont. Page 5

# Old Timers/EP Gliders Fly Cont.



**SATURDAY SEPTEMBER 16TH**

**OT/EPG**



~ Old Timer and Electric Glider Fly ~  
~ Every 3<sup>rd</sup> Saturday of Month ~

**Join the fun!**

*Western R/C  
Flyers*

# Das Wankelshell

By Steve Rasmussen



I found a 30 year old, never flown *Buzzard Bombshell* at a swap meet in *Kansas City* during the fall of 2015. Not sure what it was about the old bird that drew me too it...maybe it is because of a passion for old timers, or the circa 1970 *Burger King-ish* colors it was done up in - overall orange, with red, yellow and white trim. The shiny *Monokote* job was done very well and I was able to agree upon a price (\$50).

I'm new at the hobby and should have looked a bit more at the overall construction. I remember thinking that the bird was complete, sans the servos, battery, receiver or engine. It should be straight forward to install the equipment and I had already purchased an old *OS 40FS* that would fit the existing engine mount. Well by the time I was back in *Omaha*, it was clear that the tail was nearly broken off....nope - didn't hit anything on the way out, must have been that way when I bought it. It was clear that the old buzzard was going to need a bit more work.

I started working on it right after the *Christmas Holiday* in 2015 into 2016. Stripping the *Monokote* revealed somewhat poor workmanship, a completely busted fuselage side (*plywood*) at the tail attachment, busted rear stringers, a chopped up engine firewall (*F1 former*), and a nearly chopped through *F2 former* (*done to install an overly large fuel tank*). In addition, not one hinge on the rudder or elevator was useable or serviceable. Oh boy.

The rebuild was straight forward - and in the end the *Buzzard* was straight too. I fiber glassed and epoxied the fuselage for the tail repair, I sheeted the bottom of the fuselage for strength, I replaced the tailwheel with a skid of my own design.... it has an old timer vibe to it. New pushrods, hinges, rebuild elevator center section, and traced and cut a new *F1 former* (firewall) and *F2 former* out of plywood - for strength. Then I had an idea.

Why not try out that used *Wankel Rotary* that I picked up off of *eBay*. It had about the right shape and if I put it on standoffs then I wouldn't have to cut the fuselage cheeks. I also knew the *Buzzard Bombshells* build tail heavy (*and this one has a chunk of fiberglass and epoxy in the rear*) and the standoffs would push that weight in the right direction. In the end I think the geometry of the old bird looks pretty good.

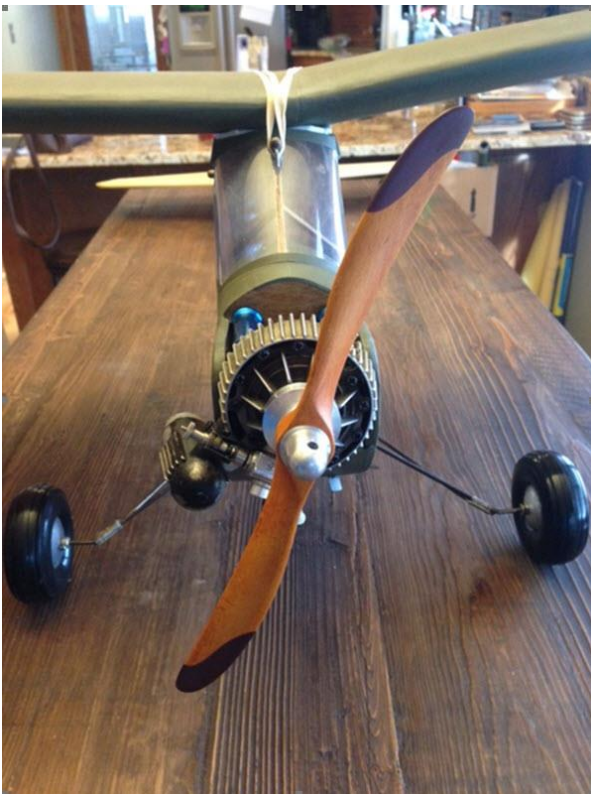
I finished the *Buzzard* in Linen and Olive drab *Solartex*....which worked out well. I really like using that covering and am planning to use it again. The *Solartex* really shrinks well and goes around curves without wrinkling. It took a few flights to sort the old bird out, but she is a real floater. The *Wankel* - so far has been reliable...and much more power than needed. It's very smooth with little vibration and has a unique sound.

Oh yeah,.....one last thing. I couldn't call it a *Buzzard Bombshell*...it goes by "*Das Wankelshell*".



Cont. Page 7

# Das Wankelshell Cont.



---

*Western R/C  
Flyers*

# B-26B-2MA, 41-17901

## "Bucket O' Bolts II"



By Dave Kelly



August 1943. My Father made no entries in his diary in August. In the first pic, my dad is second from left, standing. Bill Heidrich was the crew chief on *Bucket O Bolts*, sadly he and others were killed on a take-off when an engine quit at a critical time just after lift-off. Only one survivor.



They were going to turn the "Bucket" in. Sure, there was nothing wrong, it was an ordinary ship, but she had done her job a little better. A little more work, and a little more love had gone into her.

Then the take-off---as usual the boys were watching the planes roar out over the runway---faster, faster, and then in that last surge of power and speed, pull up the wheels and give her the gun---then she's up. And then the next, and the next, and the "Bucket of Bolts", everyone knows---seventy-five---what a ship. Heidrich going on that last mission, and then---just as she had lifted and was gaining altitude, an engine cut out. Right at the worst possible moment. Her tail was down, her nose up. She hit hard, as hard as all that weight and speed can hit. Then a few mad minutes. The ambulance---**PIRE--SHE'S BURNING! THE BOMBS!** A three hundred pound demolition blew up, and that was the end of "Bucket of Bolts". They managed to take the pilot out and young Araiza, the radio-gunner found himself outside, how, he doesn't know. The pilot had joined the rest of the crew in death, but Araiza has recovered from his minor bruises and is still doing his job, flying as a gunner. Shaken, but undaunted by the tragedy.

That evening at the beginning of the movie, Major Hanford broke in on the mike, and asked for a moment of silence for the crew of Bucket of Bolts. Plane number 901. The silence that followed was a small tribute to devotion and duty, to a plane's fighting crew, its crew chief, who took her last flight, and to an airplane---nine-zero-one.

It is a common story these days, it is a story of blood, sweat, and tears, it is the story of the men and the machines that are winning the war, more, it is the story of the men of the Ninety-fifth Squadron.

### BILL HEIDRICH'S BUCKET OF BOLTS

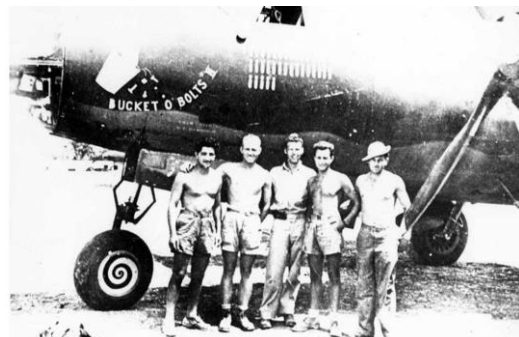
"Bucket of Bolts" was sort of a byword on the line. It was always there, it always came back---It was Bill's ship, and in most respects the story of "Bucket of Bolts" is his story. It is a story of sweat and faith. A flying crew chief is a man who loves his ship, he and his crew always had her ready when taxi-time came around. They sweat her out like the boys of all the other ground crews did. Sitting around the empty space, the hard, grease-packed earth, which was her home, talking of most anything, but really waiting---waiting for the small groups of dots to move in out of the blue.

The "Bucket" did not draw flak, she wasn't a magnet, but she took her share like all the other ships. She picked up those dreaded holes and gaps over the Tunisian front--over Sfax, Gabes, Sousse, Tunis, Kasserine Pass and the rest of the hot spots. She took the milk runs of Pantaleria in her stride. Gave our ground forces a helpful boost in Sicily, and took the long ride to scare Mussolini out of Rome.

An ordinary ship you might say. Yes, but the raids began to pile up, and still she came and went carrying the pay load to the enemy, and the little painted bombs on her side piled up, thirty, forty, forty-five---

New model ships came in and the old ones dwindled, still the "Bucket" went and returned, Heidrich and his crew mothering her. Get the engine change done quickly, and send her up again. Often Heidrich would ride her as engineer-gunner, he had twenty-five combat sorties to his credit. A ship and a crew were doing their job, they were doing more than their job. Fifty raids! Could the old "Bucket of Bolts" do any more? "Old" Bucket of Bolts, yes, she was called old now for she was outliving all the rest. But there was nothing wrong, she ran smoothly, oiled by hard work, sweat, and something else. Call it affection, but don't say it out loud. Swear at it! but get the job done, leave the rest to the "Bucket" and her crew.

In a grand spurt the total reached seventy-four missions. They were making a name for her, and then will give her a rest, consider her job well done. The seventy-fifth was to be the last. Heidrich was in her---riding it out.





# The 28<sup>th</sup> BUD HALL

By Nelson Carpenter



What started *out* early the morning of Saturday August 26<sup>th</sup>, was the remains of a shower moving through. It was damp at 8am, but quickly dried up and the field looked really great as a result of that light overnight rain.

We counted 32 vehicles at the large airplane fun fly. That and some spectators made for a good day at Mead Field. Many flights were put in with a light wind out of the north.

Two separate mishaps included a large powered glider whose pilot purposely dove to the deck to get out of the way of another airplane. What happened here is that the glider's long wings started oscillating as it headed straight down and in at the south end of the runway. The other crash involved an airplane going down into the trees south of the field. Otherwise, flying was good for all. Many nice airplanes.



Lunch was served and nobody went away hungry. Leroy Konecky manned the grill and kept the brats coming. Thanks Leroy! Also, thanks to Rick Miller and Tim Peters who got the food and supplies as well as Mike Lawver for insuring a safe flying environment.



Cont. Page 10

28<sup>th</sup> BUD HALL Cont.



Cont. Page 11

*Western R/C  
Flyers*

# 28<sup>th</sup> BUD HALL Cont.



Cont. Page 12

28<sup>th</sup> BUD HALL Cont.



# FLASH BACKS

## SEPTEMBER 2007

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

### Featured Western Flyer



*Running up the engines of his Martin PMB Marlin is Ed Splittgerber (on left) at last year's float fly held at Lake Zorinsky. This all foam and fiberglassed airplane was built from plans that Ed developed. Although the seaplane no longer exists (okay... it crashed), this is a fine example of Ed's modeling from scratch. Holding on to the wing is Dean Copeland. They were about to drop the seaplane into the lake for a rise-off-water flight once both engines were running.*

**NOTE THE GROVE OF TREES ON THE NORTH END OF THE RUNWAY**  
The story goes that an arborist for the university wanted to plant a grove of trees representative of those growing in Nebraska. The grove was established before we were given permission to use the ground we have today. - Nelson



*Vintage photo is of a Western Flyers IMAA Fun Fly held at Mead in the late 80s. View is to the north. Note that the trees were not much of a bother back then. Can you identify the models?*

*Western R/C*  
*Flyers*

# Mead Field Pics

August/September 2017



Cont. Page 15

*Western R/C*  
*Flyers*

Mead Field Pics Cont.



Cont. Page 16

Mead Field Pics Cont.



Cont. Page 17

*Western R/C  
Flyers*



Mead Field Pics Cont.



---

*Western R/C  
Flyers*



## ~ 2017 Western R/C Flyers Event Schedule ~

### **January 2017**

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

### **February 2017**

### **March 2017**

### **April 2017**

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

### **May 2017**

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

### **June 2017**

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

### **July 2017**

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

### **August 2017**

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

### **September 2017**

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

### **October 2017**

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

### **November 2017**

### **December 2017**



## Western R/C Flyers Inc. 2017 Membership Application

Please print clearly!

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

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

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

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

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

AMA Number: \_\_\_\_\_

Amount Paid: \$ \_\_\_\_\_

**2017 Dues: \$35** (Renewals should be paid by **April 1**) New \_\_\_ Renewal \_\_\_ (Check One)

Sign Here: \_\_\_\_\_ Date \_\_\_\_\_

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

**Make Checks Payable to: Western R/C Flyers**

Complete this form and send with check to WRCF Treasurer:

**Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118**