



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

September 2018 Issue

**President: Rick Miller**

Phone: 402-624-2530 email: [milerrick7@gmail.com](mailto:milerrick7@gmail.com)

**Vice President: Rick Haneline**

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

**Field Maintenance: Jim Henley**

Phone: 402-213-1451 email: [jhandmehenley@cox.net](mailto:jhandmehenley@cox.net)

**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: [J3flyah@gmail.com](mailto:J3flyah@gmail.com)

### A Word from the President



What a good turnout for the Fun Fly we had on Saturday August 25<sup>th</sup> with the *Bud Hall Large Airplane* event. The weather cooperated with no rain, and winds were 5 or less most of the day. The heat was to be expected.

The number of registered pilots amounted to thirty, and we had a good number of spectators who came out too. Flights were put up from early in the morning, until late in the afternoon. We served brats and other sides for lunch with nobody going away hungry. Thank you to all those who helped with serving up the lunch as well others making this **Bud Hall 30<sup>th</sup>** year event happen.

Want you to know that your membership in our club is important to its sustainability. Your dues are used to pay for fuel for out mowers and other field maintenance needs for example. Also, funds that we are able to put aside will financially enable us to replace a mower when that day comes. And that day will come. Thank you.

By the way, our field really looks good. Can't say that often enough. First time 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 does not go unnoticed by the university.

**Let's go fly!**

**~ Rick Miller**

### Next Meeting: 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's all for now, everybody keep those airplanes in the air.

**Go out and Fly!**

**~ Rick Haneline**

#### BACK ISSUES TAILSPIN:

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

## Treasurer's Report



I have been traveling a lot this year and not doing a lot of flying. No more traveling plans for a while so will be trying to get out to the field more and try to catch up on lost time.

Membership renewals are still trickling in, membership stands at 47 for the 2018 season. Still need for you all to send in outstanding receipts that may have been misplaced, for reimbursement.

Enjoy the rest of the flying season on a great grass runway without the two plane grabbing trees at the north end. Again thanks to those that maintain the field for our enjoyment.

*Your Treasurer*                      ~ *Dean Copeland*

### BACK ISSUES TAILSPIN:

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

### ~ \*Membership 2018 ~

\*Application for membership, or paying member dues, may be mailed to:

Dean Copeland, Treasurer  
15668 Fountain Hills Dr.  
Omaha 68118

NOTE: Please include your postal mailing address when sending in dues. Also your phone number and current e-mail address.



Vice President **Rick Haneline** was observed at a fun fly held near Stanton, Nebraska a few weeks ago.

**EDITOR NOTE:** Several sent in articles and photos for this month's newsletter. That reduces the time I need to create a newsletter and makes my effort easier. Thank you all.

*Western R/C  
Flyers*

# Round the Skunkworks

By Tim Peters



This month I'll wrap up the latest project from the 'Works. Over the last 10 months the goal has been to configure my *Airtronics 'Olympic'* sailplane with FPV along with an autopilot that provides automatic 'Return-to-Launch' capability. There have been a number of challenges along the way but most of them have been worked-through (or around). The latest issue is that I wanted the ability to record the flight video along with On-Screen Display (OSD) of the flight airspeed, altitude, battery capacity, GPS coordinates, etc. Those measurements show up on the video monitor (or goggles) during flight, but the small recorder (DVR) did not capture anything other than the flight video. That was a real head-scratcher as the OSD output gets interwoven into the flight video before getting sent to the video transmitter. So the outbound video transmission contains video + OSD, and the goggles/video monitor pick up that transmission successfully, yet the DVR (connected to the same goggles or monitor) gets the picture but not the OSD.

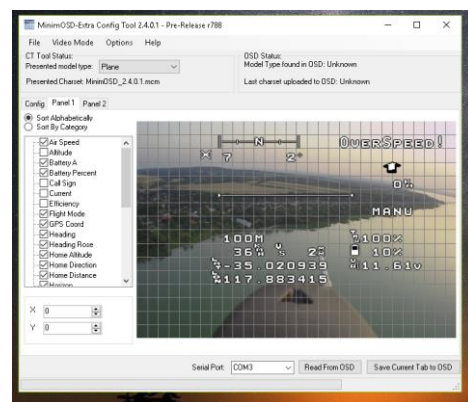
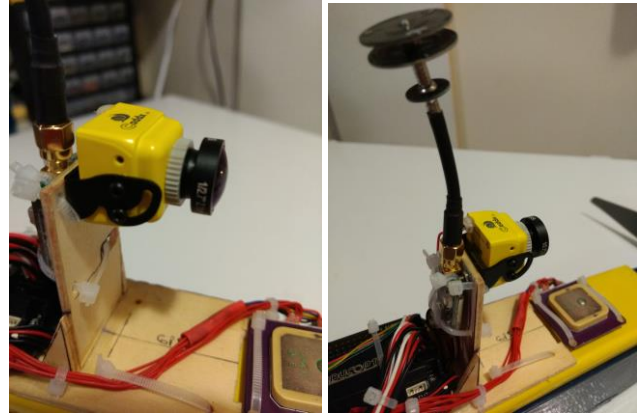
I found a reference on the internet that suggested the problem had to do with the video camera. Video camera signals have two standards: 'NTSC' and 'PAL'. NTSC format is used in the US; PAL is used in Europe. The cameras I had been using were NTSC—and it sounded like NTSC cameras would show that problem. i.e. video but no OSD. I had been looking for a reason to purchase a newer video camera, so I started looking in the hobby shop and ultimately on-line. I needed a PAL format camera with a wide field-of-view and that would accept a wide voltage range. (Many cameras are meant for 1s or 2s lipos, up to about 8 volts; I needed something compatible with the rest of the electronics, i.e. a 3s lipo or ~12 volts.) I found an ideal camera called 'CADDX' that has programmable settings for the output (can be set for either PAL or NTSC) and allows up to 24 volts DC. The pictures show the CADDX camera (yellow color) on the Olympic. The video transmitter along with 'pagoda' video antenna sits behind the camera. The OSD circuit board sits underneath the canopy. It mixes the flight information from the APM autopilot along with video from the camera and sends the signal to the video transmitter.

My latest video was nearly 100% successful. The only remaining issue was that a portion of the OSD information (GPS latitude and longitude values—very important to me!) was cut off from the bottom of the display. (You'll notice that in the flight video picture.) You may wonder how the location of all the flight information gets positioned on the video display. There is a freebee computer tool (OSD Configurator) that allows you to select what flight information you want to see and move each value to a different spot on the screen. The APM autopilot provides a variety of flight outputs, and if you selected too many the result is a very dense screen. I pared the number down to the bare minimum that I wanted: altitude, airspeed, battery voltage, battery mAh

used, direction-and-distance to the launch point, # of GPS satellites found, etc. The 'missing' GPS coordinates were simple to fix using the OSD configurator, it's just a matter of reading the current values from the Olympic OSD, repositioning the latitude and longitude values to a point 'a little higher', and re-writing the data back to the OSD. I'm including pics of the CADDX camera, OSD configurator screen, and a screen shot of the initial video. If you want to see the complete flight video on You Tube, here's the link.

<https://www.youtube.com/watch?v=Mwup1CVfwS4&t=0s>

Now, I really just want my *Olympic* sailplane back in its original form....I bet I can find a 'short kit' for a fresh build on-line somewhere. ☺



Western R/C  
Flyers



# Hauling to Owatonna

By Dave Kelly

**NOTE:** Also, reporting on Owatonna is **Jim Henley** with his write-up found on page 9.



Wednesday August 8, my grandson, Cameron, and I loaded up my B-17 into the toy hauler and headed to Owatonna MN. The *Southern Minnesota Model Airplane Club* hosted the *Northern Military Alliance Fly In (NAMFI)*. We pulled onto the pit area about 3 o'clock in the afternoon. Two

hours before **Jim Henley** who also made it up for our fourth year in a row. Our first day was primarily setting up camp and claiming our spot on the flight line. Jim and his wife stayed at a nearby hotel that evening, while Camo and I settled into camping out of our toy hauler.

Heavy dew the next morning, and an absolutely amazing sunrise set the tone for the next several days of fantastic flying weather. Cool dew mornings, warm dry sunny afternoons, and starlit skies at night. Also.....gentle winds. My, my, my. Hard to get any better. But it did! Fantastic warbirds of all types filled the air from sunup till sundown. Even electric's after it was dark. Great folks and great pilots made for days long fun.

A banquet on Friday at the Country Club for pasta night, made for a great evening meal. On Saturday they put on a corn feed. Roasting ears, butter and salt, and cold drinks (*beer and soda*) on site was great too. All and all if you have not made it up to *NAMFI* you should. Less than five hours away, and a great show and great food. The setting out in the country is awesome. Go check it out next year, you won't be sorry. Next on my list is *Grand Island Warbirds over the Platte* starting September 6, then onto *Denver for Warbirds over the Rockies*. *Belle* is flying well and making the rounds!



Western R/C  
Flyers

# Benson Field Remembered

By Galen Lillethorup

**NOTE:** Knowing that club member Galen was a long-time modeler and aviator in Omaha, I asked him if he would write a story for the newsletter. Fortunately, Galen didn't turn me down. This is a great read. - Nelson



*Benson Golf Course* – long before it was a golf course - was the main model airplane field in Omaha. Lots of free-flight “gas model” activity, the kind we now call “*Old Timers*,” but absolutely no radio control. I think RC had been invented, but if so, it was a cumbersome, heavy, tube radio, rudder-only system. And who could afford or understand the complexity?

The field was entered from Ames Avenue at about 67<sup>th</sup> or 68<sup>th</sup> streets. It consisted of several acres of grass, bounded by a corn field on the north, with a few dreaded trees, a creek running north and south in a deep ravine and a small circle of concrete for U-Control airplanes and gas engine powered race cars across the creek to the west.

My memories of *Benson Field* started while still in grade school, (1936-1945). My best friend in those years was **Richard E. Olson**, a name some older Omaha modelers may remember. Although we worked on many projects together, I always regarded Dick as my superior when it came to airplanes. The things he did in those early years, and especially in his adult life, pretty much proved the accuracy of that assessment.

I don't remember if we were in 8<sup>th</sup> grade or maybe our freshmen year in high school when Dick was one of the first to get his hands on a “*real gas engine*,” the first modeler in Omaha to buy a *Dynajet* engine, and at least one of the first to design and build a man-carrying primary glider.

In his adult years, Dick designed and built at least two successful airplanes, including a pusher powered by a Chevrolet Corvair engine. I saw Dick's radical pusher when I stopped to refuel at Newton, Kansas sometime in the early to mid-1970. Dick was living in Newton and working with **Burt Rutan** when they were both young designers employed by **Jim Bede** on development for the *Bede 5* jet. About this time, Rutan was also working on his first canard, the *VariViggen*, which led to the creation of his popular *VariEze*. I saw the *VariViggen* when Rutan flew it to *Omaha's Durand Sky Ranch* in about 1972.

Dick's “*real gas engine*” in grade school was a *Brown Jr.*, which he could only get to run properly while inverted. Dick explained this by saying the compression was so bad that ignition was needed to send the piston up, so that gravity could take over and send it back down for the next explosion. (*Remember, we were only 13-14 years old when he developed that theory.*)

The *Dynajet* was a wondrous, roaring pulse jet beast, a smaller version of the engine Hitler used in his *Buzzbomb*. The *Dynajet* was started with a spark plug, a six volt car battery, a *Model T* spark coil, and a generous shot of gasoline administered with a squirt from an oil can. More about the *Dynajet*, including how it destroyed my first free flight “gas model” and melted the tires of a racing car a few paragraphs later.

We built the man-carrying (*actually boy-carrying*) primary glider in Dick's garage. It was a large version of a *Sticks and Tissue* model. I got the honor of being the test pilot because I was the smallest and lightest. We towed it down a hill with a *Cushman* motor scooter. Witnesses told me that I did get off the ground a few feet before crashing through the wing and destroying the glider. I got a few cuts and bruises, but no serious physical damage.

My first free flight gas model was a 6-foot span *Mercury*. It was already built, and my parents bought it for me as a Christmas gift. It came complete with a *Sky Chief* engine.



The *Sky Chief* was advertised in 1938 *Popular Mechanics* magazines for \$9.95. That was a lot of money in those days, but if a buyer expected the *Sky Chief* to actually run, it was way overpriced.

There were no glow plugs and no electric starters in those days. You started an ignition engine by flipping the prop. In the case of my *Sky Chief*, that meant flipping, and flipping, and flipping some more.

I could never have repaid my Dad enough for the hours he spent driving me and my *Mercury* to *Benson Field*, then waiting patiently in his 1938 Chevy, hoping that just one more flip might result in a pop or two from the stubborn *Sky Chief*. If I could somehow coax enough pops in a row, maybe even a flight of the *Mercury*.

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## *Benson Field Remembered Cont.*

Ignition model engines in the early days required a spark plug, a coil, a condenser, ignition points and a six-volt battery. The fuel was a mixture of  $\frac{3}{4}$  white gasoline and  $\frac{1}{4}$  heavy motor oil. The six volt battery was required to provide a hot spark for starting. If the motor got running well enough, the ignition could be switched to a pair of on board 1-1/2 volt flashlight batteries.

The points were right out in the open, directly behind the prop, where they could easily be fouled by greasy fuel. Spark was advanced or retarded by a cam on the drive shaft, and timing adjusted with a lever about  $\frac{1}{4}$ " to  $\frac{1}{2}$ " directly behind the spinning prop, which was an invitation for cut-up knuckles or fingers. (*Of course, with the Sky Chief, you didn't have to worry too much about this – the prop rarely spun.*)

I finally got the *Sky Chief* to run by replacing the prop washer with a notched pulley so that I could spin the prop by pulling on a cord, much like an outboard motor.

I don't remember what became of that *Sky Chief*. But in spite of the many woes it caused me, I wanted to remember it. So a few years ago,

### **Bob Boumstein**

found one for me, like new, in its' tattered, but original box. \$100 to Bob for a \$9.95 lemon, but worth it for the memories.



I acquired my first good engine as a Christmas gift around 1944 or 1945. An *Ohlsson .23*. *Ohlsson & Rice* made three sizes of very reliable model engines. The .19 was the smallest for Class A airplanes. My .23 was for Class B, and there was a much larger *Ohlsson .60* for Class C.

As I recall, an *Ohlsson .23* cost about \$16.50, and it was worth every penny. I mounted it in a vise in our basement and faithfully followed the break-in instructions. First run it at very low speed for 10 minutes, then let it cool for 30 minutes. Then repeat the process several times at increasingly faster speeds until the engine is properly broken in (*and the basement is full of exhaust smoke!*)



The .23 was a wonderfully reliable engine. I used it for U-Control, free flight and even "cars," which were nothing more than wooden platforms with four wheels and an *Ohlsson .23*

powered pusher propeller. I ran my cars on the circular concrete track near the northwest corner of *Benson Field*. The track had a tall post in the middle with a ball bearing at the top, which allowed me to connect the car with a rope tether so the car could speed in circles without me standing in the center as would be needed with a U-Control airplane.

Now back to tales of model destruction via *Dynajet*. We first tried the *Dynajet* on one of those wooden cars I had built for the *Ohlsson .23*. It ran so fast on the concrete track that it melted the balloon tires before wrapping itself in the tether line. Next, instead of keeping the *Sky Chief* in the nose, we replaced it with a water-filled bottle for ballast, then strapped the *Dynajet* on top of the wing. The *Mercury* went straight up with a deafening roar, then screamed straight back down. Goodbye *Mercury* and another link to my teen years.

In addition to batteries, coil, condenser and spark plug, the onboard equipment for a no-radio free flight included a timer, and sometimes, a de-thermalizer. The timer was installed in the electrical circuit between the batteries and coil. You could set it for any amount of minutes or seconds you wanted the engine to run before shutting down the ignition and letting the airplane glide down. If the engine had been running strong and the airplane was in trim, 30-seconds was usually plenty of time to reach altitude and result in a satisfying flight.

A de-thermalizer? Many sailplane and a few gas free flight pilots used them. They were a device connected to the elevator and activated, usually, by a fuse. The fuse was lit just before launching the airplane. When the fuse burned out, the elevator would snap to a full up position which caused the plane to avoid catching a thermal and instead descend in a series of stalls, recoveries, and, hopefully, safe landings.

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## Benson Field Remembered Cont.

All of the above changed in 1948 when **Ray Arden** invented the glow plug. Print ads in the model magazines said you could throw away your coils, condensers and on-board batteries and just replace your spark plug with one of Mr. Arden's revolutionary glow plugs. Arden started manufacturing engines too, complete with an Arden glow plug already installed.

My *Ohlsson .23* ran very well with an Arden glow plug. Perhaps too well, because in those early years there were no radios and no adjustable carburetors and servos to control the speed. So in free flight as well as U-Control, there was no choice but to run the engines wide open. The .23 ran at full speed too many times and pretty much destroyed itself. But like the original *Sky Chief*, I've kept it for sentimental reasons.

I started college in 1949 and pretty much dropped out of the model building and flying business. Then, in 1950, the *Korean War* put all my civilian activities on indefinite hold until I was discharged from the *Air Force* in 1954. Then it was back to college and time to start my career in TV News and advertising. Not much time for building and flying.

Sometime in the mid 1960's I was surprised when the *Omahawks* asked me to judge an aerobatics contest at *Benson Field*. I had been out of the hobby for so long that I was shocked to see how much progress had been made in radio control. The contestants were so far ahead of me that I'm afraid I botched up the judging badly.

That's been haunting me for some 50 years. So if anyone from that event is still around and reading this, I apologize.

**Galen Lillethorup**, August, 2018

## EVER USE ONE OF THESE?

SOURCE: *Model Airplane News* magazine May 1959.

## BEWARE WEST NILE VIRUS!



## PROTECT YOURSELF!

*Western R/C*  
*Flyers*

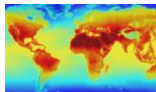
# The Chesapeake Bay Retriever and Dawn Patrols

By Nelson Carpenter



What does the number “33” have to do with our club’s monthly *Old Timer/EP Glider* gatherings? That number represents how many weeks it took to pull off the first one this year. Cancellations happened every month for several reasons. But climate change, no matter

the cause, can mostly be blamed for why we couldn’t hold the fun flies on the scheduled day of the month. That being 3<sup>rd</sup> Saturday of the month.



But the first *Old Timer/EP Glider* gathering this year was held the morning of August 18<sup>th</sup>. Winds were light and a good flying day for our old timer airplanes and electric powered gliders. Ten flyers participated. A low number with some of our flyers being out-of-town or unable to attend. But we did it.

Currently there’s a movement in the club that a few of us are pushing, or I should say “*encouraging*.” The building and flying of model WWI airplanes. Twenty years ago, former club member **Dean Dingman** promoted them with “*Dawn Patrols*” which were fun flies of sort. They were mostly flown at the *Cobras RC* club field south of *Council Bluffs*. Several WFsers participated.



Currently some of our club members (**Bernie Baker, Jack Barry, Tom Wild, Larry Inness, Steve Rasmussen, and myself**) have six ¼ scale WWI fighters consisting of 2 *Sopwith Pups*, 1 *Fokker Triplane*, 1 *Fokker D7*, 1 *Nieuport 17*, and one *Eindecker*. All of which were built from *Balsa USA* kits and have wingspans ranging from 79 to 89 inches. Power plants used are *Zenoah G-26* and *G-38* gas engines.

Also some *DLEs* and *US Engines*. There are a few other 1/5 scale including a *Fokker D7* (Loren Blinde.)



L-R: Tall Larry, Jack, Nelson, and Bernie.

Other club members are planning on building a WWI fighters this winter. One will be a *BUSA* ¼ scale *Nieuport 28* (**Tom Floyd**.) Anyone else planning to build one that I don’t know about? **Tom Wild** acquired a ¼ scale *German Eindecker* that’s ready to join us. More the better, including others doing WWI aircraft in area clubs!

So happens that **Larry Inness** and I fly ¼ scale *BUSA Sopwith Pups*. Both of us now have 2 more WWI models in the mill. The story behind that follows.

The end of July, my wife and I had traveled to the *Upper Peninsula of Michigan* via *Oshkosh EAA AirVenture 2018*, and *Balsa USA* factory in *Menominee, Michigan*. I couldn’t prevent those stops;

my vehicle is like a well-trained *Chesapeake Bay Retriever* and we ended up at those locations. At the *Balsa USA* factory, my wallet fell out of my back pocket and I ended up buying two ¼ scale *SPAD 13* kits and loading them in the back of my *GMC*. If truth be known; I was coerced by **Larry Inness**



who said we “*needed*” one each to do up in the same squadron colors for flying in formation and going after the Germans who are starting to outnumber us. Thus my winter project and Larry’s.



This might interest some of you; a video of our WWI formation flying at Mead during the *Bud Hall Fun Fly*: <https://www.youtube.com/watch?v=kIFFpN-v44Y&t=366s>

If anyone wants more information, or you have questions about our WWI models, contact any one of us mentioned in this story. Join us, and stay tuned for more reporting on this activity.



## Mead Field Weather Station

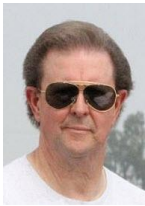
<https://www.wunderground.com/personal-weather-station/dashboard?ID=KNEMEAD2>





# Owatonna Fly In 2018

By Jim Henley



This year's "NAMFI," or *Northern Alliance Military Fly In*, was held at *Owatonna Minn.* August 9 through 11<sup>th</sup>. *Owatonna* is mid-way in the seven city circuit that comprises the *Warbird and Classic Alliance* which begins in June and runs through September. This year's meet at *Owatonna* was gifted with perfect flying weather all three days. Light winds moderate heat and yes the usual Minnesota humidity. In attendance from the Omaha area were, **Len Langer**, **David Kelly** and grandson **Cameron (aka "Camo")**, myself, and **Mary-Ellen**.

Dave flew his B-17, which was one of the show highlights. Others were **Carl Bachuber** who had a giant scale *Convair B-36* (yes with 6 pusher engines) and a *Convair 660*. I flew the *Stinson SR-9* and my *PT-19*.

In addition there were at least three 1/3 scale *Stearmans*, two ARFs and one built from a *Balsa USA* kit. A scratch built *Consolidated Avenger*, a couple of 1/3 scale *Fokker's* and the normal *Mustangs*, *P-47's* and other WW2 aircraft.

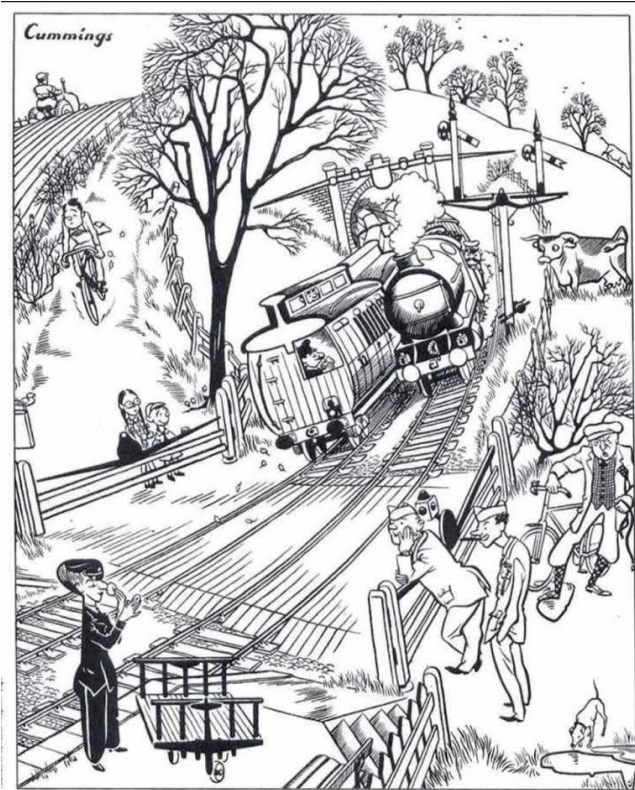
With this being the third trip to *Owatonna* we knew several of the "regulars" who attend the event.




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Puzzle sent in by Dave Kelly.



There are thirteen aeroplanes, Allied and Enemy, hidden in this scene. Can you find and name them?




**DICK'S EXCLUSIVE**

Quest Q64 10 FT. x 10 FT. Slant Leg Instant Up Canopy

★★★★☆ (4320)

NOW: \$49.99 (16% off)  
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**DICK'S EXCLUSIVE**

Quest 12' x 12' Straight Leg Canopy

★★★★☆ (243)

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WAS: \$129.99\*

Still baking in the sun and heat? This question was asked last month. Club member **Rene Mayo** made us aware of a discount going on at *Dick's Sporting Goods*. She bought a 10 x 10 Quest and had it at the field the other day. It looks of good quality, and the price is right.

Yes, that is **Rick Haneline** in the photo on page 2 with his newly purchased "downsized" shade. He said it was a good price, but I didn't pay attention as to where he got it... Yet **Loren Blinde** informed me that the 4X6 shade is at *Walmart* for 35 bucks and he bought one. Compact to transport Loren says. - Nelson

.....AND DON'T FORGET TICKS!



BE ON GUARD!





# Our Bud Hall 30<sup>th</sup> Year



By Nelson Carpenter



On August 25<sup>th</sup>, we had the event that commemorates one of our former club members who passed on 32 years ago. Several of us current *WFers* knew **Bud Hall**. He was easy going and well liked and known as a knowledgeable “engine man” who promoted the hobby. As a matter of fact, my *Sopwith Pup*’s engine was Bud’s.

The Fun Fly went on all day with good flying conditions. Wind was southeast at 5 mph or less. Several of us had fun throwing up formation flights with our quarter scale WWI warbirds. Also, I heard several compliments made about our *Mead Field* and the event. Thanks for attending!



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*Bud Hall 30<sup>th</sup> Year Cont.*



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*Bud Hall 30<sup>th</sup> Year Cont.*



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*Bud Hall 30<sup>th</sup> Year Cont.*



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*Bud Hall 30<sup>th</sup> Year Cont.*



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*Bud Hall 30<sup>th</sup> Year Cont.*  
*Photos by Tom Wild*



# “Bashed but What?”

## Part II

By Dave Kelly

**NOTE:** The August newsletter Dave provided some “teaser” photos of what he has “bashed” and you were to guess what aircraft. Anyone get it right?



We have all heard of the Fighting 332nd of WWII. Likewise we have probably all seen the “movies” as well. In the production “Red Tails”, most of the scenes were computer generated aircraft, and occasionally one aircraft that would be in scene was an actual full scale airplane.

Movie makers generated the color scheme in digital format. Then..... painted the full scale aircraft to look like the computer generated aircraft. I found it interesting to be able to “bash” a Top Flite P-40, and use modeling techniques that resulted in a model that looks like a full scale aircraft painted to look like a model.



The first pic is the computer generated version. Then a few shots of the actual aircraft from the movie. Then a few of my near completed 332nd “Clawin Kitty” Red Tail P-40.

Some background on why I chose this particular airplane: Hollywood has done several movies about this group. This airplane in particular was painted up for some shots in the movie. As modelers, we usually try to make our models look like the real thing. In this case the painters made the full size aircraft look like our models. Airbrushed weathering, etc. In the movie it’s hard to tell which aircraft is computer generated or the full scale.



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## ~ 2018 Western R/C Flyers Event Schedule ~

Schedule for club events posted within **Metro Area RC Flying** website calendar. Our scheduling and updates will be provided to Keith who maintains the website:

[http://www.metrorcflying.com/metro\\_schedule.htm](http://www.metrorcflying.com/metro_schedule.htm)



### **Western R/C Flyers Inc. 2018 Membership Application**

Please print clearly!

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

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

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

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

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

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

**2018 Dues: \$35** (Renewals should be paid by **April 1**) New \_\_\_ Renewal \_\_\_ (Check One)

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

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

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

Complete this form (new applicants only) and send with check to WRCF Treasurer:

Dean Copeland 15668 Fountain Hills Dr. Omaha, Nebraska 68118