



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

August 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



I haven't been doing much lately. The weather has been too hot for me most of the time lately.

I've got my 4-Star ready to go. Just need to start feeling better. The Bronco is getting closer too. I hope you all have been doing some flying.

*Go out and fly!*

*~ Rick Haneline*



## Treasurer's Report



The *Treasury Department* is very quiet this time of year with dues pretty much renewed and a minimum of bills. We remain solvent. With the **VIRUS** hanging over us and the hot weather, flying is hit and miss. However I have been able to get out at least a couple times a week. Managed to get the *Rearwin Speedster* in the air and finally trimmed out.

Did have a very lucky flight with it recently on last checkout. The plane was performing quit well and very stable. After flying for a short period did a touch and go followed by a couple landings/takeoffs. After taxing back to the north end for another takeoff, and ready to turn toward the south the left wing fell off, "*Yes that's what I said, the wing fell off.....!*" Glad I hadn't tried to takeoff. After returning to the pits found that three of the four wing bolts had vibrated out. Did not have any problems on the previous three times that I had flown the plane. I have since made a locking device for the bolts. Sometimes we are lucky, and other times we take it home in a pieces or a bag..... I have done both.

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 IGNORE THE VIRUS. IT'S REAL.)



## Things of Possible Interest

by Nelson Carpenter



A service provided to our area RC community needs to be recognized for all the good that it does. *Metro RC Flying* (<http://www.metrorcflying.com/>) website was developed and it is managed by **Keith Paskewitz** of Omaha. He has had this site up and running for over 20 years and it has added much value to our hobby. On this site, Keith maintains a calendar of events that shows all that's going on with area clubs, as well as regional clubs. He also broadcasts club event flyers to those on his email list. Back issues of our Tailspin newsletter are kept on his site too. This and all the other features of *Metro RC Flying* have been very useful to us all. So THANK YOU **Keith Paskewitz** for your efforts.

**Loren Blinde** has determined that we have mowed the field less this year than we did this time last year. Twenty mowings in 2019 versus fourteen this year. That says a lot about the rain deficit and draught conditions we are under in this part of the country. Aerial photo of runway weekend of Aug 22<sup>nd</sup> shows how our grass has browned up and turning dormant. But we are saving fuel costs as well as wear and tear on the mowers. The runway itself is very useable.



Aug 22, 2020



Sep 5, 2019

On Saturday August 29<sup>th</sup>, the "*Dave Kelly Moving to Missouri and Selling Off Much Excess RC Airplanes and Hobby Stuff*" auction was held. Club member **Dave Kelly** had a large variety of RC stuff on the chopping block including some high quality large scale warbirds, many motors, a few dozen kits, and miscellaneous hobby related items. A report from **Dean Copeland** (*auctioneer*) said there 140 items and approximately 50 bidders. Some from as far away as Minnesota. Only 3 or 4 items didn't sell. A successful auction for Dave.

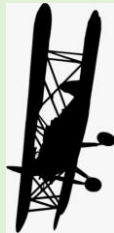
# WESTERN RC FLYERS ROSTER

## Current August 31, 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

	<u>2020 Members</u>		<u>AMA</u>
27	Ron	Pacana	96202
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

### TAILSPIN NEWSLETTER BACK ISSUES



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



# Worth Viewing



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



The story of **Walt** and **Bill Good** and their development of the first radio-controlled model, "The Guff" which is on display at the Smithsonian Air and Space Museum. In 1949, Walt swept the national championships with a new model and in 1952 set a new record for the longest Radio Control flight. Footage of the Goods and their demonstration flight with Henry Ford as a spectator. Other interesting developments and interviews with both Good brothers. An AMA produced documentary:

<https://www.youtube.com/watch?v=jduj1wkGFT0>



½ scale Extra 330

David Kocjančič of *Slovenia* has photos in his Facebook album of a recently built EXTRA 330S with a 32kw rotary engine. Construction is half scale and an engineering marvel that you need to see in his numerous photos.

<https://www.facebook.com/groups/266613297123747/permalink/1001683563616713/>



# FLASHBACK AUGUST 2010



The Bud Hall IMAA Fun Fly August 14/15, 2010

# 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 IN THIS BOX.



# Bearcat Revival Update

Submitted by Bernie Baker



This build is starting to come together, but not without some challenges. *Royal* kits are notorious for needing a lot of carving and sanding and this kit is no exception. By increasing the wingspan of the tapered wing at the root, I had to trim quite a bit off the trailing edge at the correct angle. This resulted in giving the wing a different appearance and re-doing the wing-bolt blocks. I also decided to install an *OS Max 75* instead of my initial thought of using an *OS Max 55*. This upgrade will give me plenty of power.

One of the trademarks of *Royal* kits was the spun aluminum cowl. It's such a good looking feature that I'm planning to polish it instead of paint it on the finished model.



Western R/C  
Flyers

# Club Member Jim Hoff

Submitted by Tim Peters



Back in March the *WRCF Mead* (NE) flying site was visited by club member **Jim Hoff** of *Steamboat Springs, CO*. Jim has joined us at the field several times in the past while seeing family in Omaha. Also, he has participating in several *Bud Hall* events.

That day in March Jim was flying his large *Skybolt*. The biplane sports a *DA-70 Twin* (opposed) cylinder motor. He told me that he had tried a smaller (1.5 cu in) motor but it didn't provide enough power for his home field (elevation 4600 feet). The *DA-70* twin provided all the authority needed to pull the biplane around the field.

Jim has family in *Omaha* and enjoys reading the *WRCF Tailspin* regularly. He says the newsletter is really first-class. (Thanks Jim!)



# Midwest Super Stearman

## Spring/Summer 2020 Project

Submitted by Mike Vlcek



I purchased this kit when it was still available, probably from *Tower Hobbies* or *Omni Models* at the time. For those that do not know me, I started flying airplanes in my late teens early twenties, which would have been in the late 80's and 90's. I was a member of the *Western RC Flyers* then and flew almost exclusively at the *Springfield* site.

Then life happened and started a family.

I kept the planes and kits and have started back into the hobby, this being my third year back in the sky. I always wanted to build a biplane but the thought of building two wings made me think twice about starting this project. After much research on build threads and thinking about how I wanted this plane to look, I started this spring on the build. One major takeaway I gathered from others was that this plane with such a short nose, needed a lot of added weight up front (*the instructions say the prototype used 20oz*). I decided to use a *VVRC 20cc* twin which fits inside the cowl as the power plant and moved as much battery and equipment up front as possible. What I believe actually had the most benefit was lighting up the build as much as I could behind the COG. There were plenty of opportunities to lighten this up without compromising the integrity of the airframe. The plane as pictured with all but the green applied to the wheel pants weighs in at 11.2lbs and I believe I'm slightly nose heavy currently, all without added dead weight.

I used the following plane as inspiration for the scheme and have been in contact with the owner. If I can make it up to *Ontario, Canada* sometime, I might have the opportunity to visit the actual plane.

<http://classicwings.ca/classic-wings-planes/1943-super-stearman/>

The next steps are to get the engine tuned and the bugs worked out. Hopefully I'll have this bird up in the *Ithaca* air this fall. One thing I learned with flying, this is probably the best the plane will ever look, so please enjoy it.



# Climbing to Altitude

Submitted by Jack Barry



On Sunday August 23 at the Blair Airport, fellow club member Steve Rasmussen gave me an opportunity I have wanted to do for a long time. A ride in a full scale sailplane. Since I was a little kid I've always liked airplanes, mostly had a thing for sailplanes.

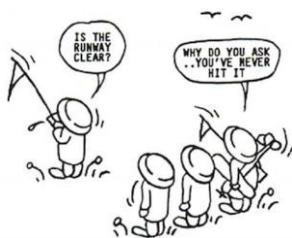
Being inside the sailplane behind the tow plane was quite a thrill for me. Steve explained how he keeps his plane lined up with the tow plane and did a great job at it as we climbed to altitude. I got to pull the release lever which made me feel like a kid again, something so simple but very cool to see the tow line float away.



Steve let me fly a bit and was amazed how very little stick movement affected the plane. Sadly, thanks to gravity, my trip was coming to an end and had to land. I can tell that Steve is a great pilot and instructor and wanted to thank him again for giving me the opportunity. (See footnote on glider club.)



A Schweizer I-26 that is one of several gliders that the club operates at Blair Airport.



The L23 readied for tow behind the glider club's Pawnee.



Steve had command of the airplane and sat behind me allowing a great view of the flight.

## OMAHA SOARING CLUB

( <http://www.omahasozaring.org/> )

Information below provided by *Western RC Flyers* member **Steve Rasmussen** who belongs to glider club and is both tow plane and glider instructor rated.

The glider club usually flies Saturdays and Sundays if the weather is cooperating.....but not always. If we fly, it typically starts around noon.

Flight cost varies. The club charges \$100 for an intro flight, \$139.00 for two if you purchase what's called a FAST kit....which is a *Soaring Society of America* (SSA) sanctioned activity. That can be done on the spot. It also gives 3 months membership in SSA and Steve can legally provide instruction.

Steve says: "However...if someone just wants a ride from me, then I can split my cost which is considerably less expensive at \$45.00 (so say \$22) which is the proper way to split costs in accordance with FAA guidance. There is a passenger weight limitation of NTE 236 lbs when flying with Steve (based on his added weight.)" Steve can be reached at cell number 402-212-6299.



# Curtis Jenny Build

## Part III Final

Submitted by Larry Inness



I made it to the field on Sunday August 23rd with a goal of assembly and a short flight of the *Curtiss Jenny JN 4*. The camera crew set up as if *Bessie Colman* was attending.

I accomplished my goal but felt like the plane wanted to soar. After three attempts, it gracefully took off. I didn't need to adjust any controls to make a perfect climb as I noticed the left tire came off so I eased back on the throttle and landed at the end of the runway avoiding any confrontation with the corn fields. The 5:53 min. video on *YouTube* can be found here:

<https://www.youtube.com/watch?v=2bIWvb9IdTM>

After a few adjustment back at the shop, tire repaired, cables tightened, it is ready to fly again. I hope to see you at the field after the heat and winds have calmed down. A special thanks to the camera crew, **Nelson Carpenter**, **Tom Wild**, **Rene Mayo**, and my pit crew, **Bernie Baker** and **Loren Blinde**. Tom helped too with the assembly.



*Western R/C  
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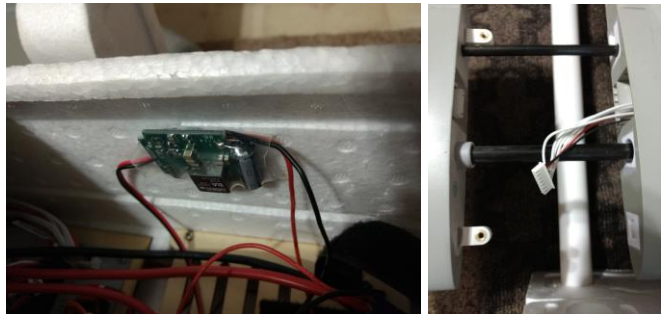
# The A-10 Warthog

Submitted by Tim Peters



Attached are some photos of my *Freewing* (Motion RC) A-10 Thunderbolt jet, better known as 'The Warthog'. I got this plane from fellow WRCF member Bud Mitchell. It uses (2) 80-mm electric ducted fans, tri-gear electric retracts, working scale lights, and 12 servos. Each wing panel contains two flaps and an aileron, requiring (3) servos. Each wing's servos and retracts are wired into a single connector that attaches to a socket in the fuselage. This feature makes assembly easy.

The plane uses two carbon-fiber tubes as wing joiners. Wingspan 67", weighs about 13 pounds and requires (2) 6s batteries for flight. I have used 4000 mAh lipos, but I picked up a set of 5000 mAh batteries and will try them soon. A new (to me) feature of the plane is a 'Battery Eliminator Circuit', which piggybacks onto one of the plane's EC5 connectors. The BEC powers the receiver/servos/retracts; i.e. everything except the ducted fan motors. So an ESC failure would not interrupt power to the flight electronics. The plane is an excellent flyer with good handling characteristics. I look forward to flying the Warthog at Mead later this year.



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Western R/C  
Flyers



# Rebuilt Jet Legend L-39

Submitted by Dean Copeland



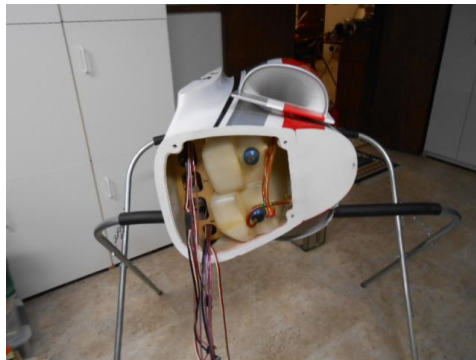
This is a 1/5th scale *Jet Legend L-39* that had a flame out and unable to make it back to the field in the *Chicago* area. Plane was landed in the top of a tree with little to no damage. However in removing a 35# plane from the top of a pretty tall tree was not easy to say the least, and suffered some pretty good damage. The left wing, stab, and vertical fin were damaged along with minor damage to the fuse.

Plane was purchased with all equipment less turbine. A new wing, stab and fin had been purchased by owner and he decided not to make all the repairs and sell it. After another trip this time to *Chicago*, I returned with another project and as of this date have completely refurbished about 90% of it along with the other projects.

It now has a 140 N (31.5 lb. thrust) turbine in it. Plane weight is about 32# dry and about 45# with fuel. The plane had been flown quite a bit and also required rebuilding the LG and brakes. Also built all new equipment mounting platforms and installed some existing and new equipment.

In the photos you can see that the fuse had to be separated so that fuel tanks and some equipment could be installed, this was a new for me and proved to be a great learning experience. The landing gear bay area and speed brake were also damaged and needed to be aligned and re-glued.

As you can see I am smitten with *L-39's*, the straight wing platform and high jet intakes makes for a pretty friendly aircraft. Both *L-39's* were picked up this year and made quick round trips a fun little get away. Also a good chance to meet new people and hear what goes on elsewhere. Now that my back is starting to recover, I am looking forward to getting these in the air. Check back later for progress on the other projects.



Western R/C  
Flyers

# Light Attack Archangel



Submitted by Nelson Carpenter



Last month I made some progress with the "Angel", but not much. Things got in the way, and I took a short break from it.

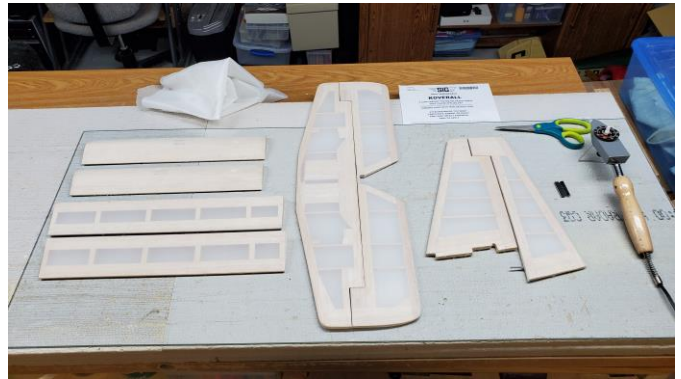
As of this date, I have the control surfaces (*ailerons, flaps, elevator, and rudder*) covered with Sig Koverall. The wing has been sanded to its final shape for covering. The fuselage also.

Using *the Koverall* with *Stik It* adhesive for the first time went well. I like it and will most likely use it more. Reminded me of my days of youth covering with tissue and dope. Although it doesn't have that great dope smell. After stretching and tacking down the edges of the polyester-like material, it was easily shrunk with just the iron. Although I did use the heat gun to make it drum tight. To fill the weave of the fabric to accept latex paint, I sprayed three light coats of water-based Polycrylic. Overlapped edges were cleaned up with 330 sandpaper.



I will use three colors of *Behr* latex flat paint. The paint will be applied with an electric spray gun. Since I'm using a clean burning gas engine, shouldn't be any problem with the latex.

Recapping; the *Archangel* was a "bashing" of a *Dynaflite* open cockpit *Fly Baby* kit. I converted the kit using three-view drawings of the *Archangel* and my own building plans (*fuse, tail feathers, and wing.*) Most of the kit parts were used. The wingspan was increased to 85 inches. A twin cylinder 30cc VVRC gas engine installed swinging a 19x6 prop.



Western R/C  
Flyers

# NAMFI 2020 Trip Report

Submitted by Dave Kelly



On Aug 5th, my two oldest grandsons and my wife Renae Kelly hit the road with me by 7 AM. With *Memphis Belle* in my cargo/camper trailer. It was a six hour drive to *Owatonna Minnesota*, to attend *SMMAC NAMFI*. (*Southern Minnesota Model Airplane Club and Northern Alliance Military Fly In*) Joining us there was my brother from Wyoming, *Larry Kelly*.

It's an amazing field to fly. Beautiful farm ground on all sides. Long and wide petro mat runway, and 1500 ft of well-maintained grass field.

Even with *COVID*, it received a great turn out. Visually, I did not detect a difference in turn out from years past. Fantastic models and pilots come to the *NAMFI* events.

The *Belle* is always a fav no matter where she goes, but for this event we did something very very special! *Ah Bassal*, originally from *Egypt*, brought a giant turbine powered *German Komet*. We teamed up and did a show together where the *Belle* is chased by the *Komet*. It was great fun, and the crowd and pilots really got into the aerial combat show. Please check out my you tube channel to see it. [https://youtu.be/E7h6JD\\_gSH0](https://youtu.be/E7h6JD_gSH0) is the direct link, or just search for *David Kelly NAMFI 2020* in google or YouTube. To say the least it was fun for all.

In other news, A FEW days BEFORE we left home for *NAMFI*, my wife and I were at our camp in the *Ozarks*. We had come to the realization that Covid had moved up the possibility of Renae's retirement. We also like to go look at property while visiting camp and riding our *Harley's*. We found a home..... put a bid on it..... and dang if they didn't accept it!!! So the day before *NAMFI*, I spent a few hrs with a realtor talking about listing our home in *Springfield NE*. The next morning we left for the event. Long story short, while we were having fun at the event our realtor sold our house, we didn't know it till we got home Sunday. Wow, talk about stars lining up and things falling into place!! So now we are selling things out of our house we don't have to pack down south, packing, and going back to *MO* for home inspections. Etc etc etc. By the time this hits our newsletter my auction will be in the past. I'm not leaving the hobby by any means, but this is an opportunity to make a serious downsizing to my RC collection. Thanks to *Team Tigercat* for jumping in and helping! Don't know what I would do without friends like that.

My My My

This hobby has been lifelong. It has also produced lifelong friendships. To say the least I Love you all, and will stay in touch and come up for events as well. You are not rid of me yet!!!!

At Nelson's urging, I took a few photos of the event for the newsletter.





## ~ 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](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