



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

December 2019

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### A Word from the President



Happy Holidays everyone! Hope you and your families had a good Thanksgiving. I wish you all good cheer and enjoyment.

We have a meeting scheduled for December 9th. I hope all of you can make it there. Our 2020 officer candidates must be voted on and confirmed at this meeting. If there are any additional candidates, they can be nominated prior to the vote.

Also at the meeting, we need to start scheduling the club events for 2020. Please attend if you are interested in helping with determining events and the dates.

The flying season has reached a slowdown, but we can still get out there on a few good days that may show up. Hope to see all of you at the December 9<sup>th</sup> meeting.

*Let's go fly!*

*~ Rick Miller*



### Meeting 7:00 PM Monday Dec 9, 2019

Location: NRC, Natural Resources Center, Chalco Hills, 8901 S. 154th St.



### Vice-President's Corner



Looks like winter is here. Snow is falling today good thing I got to fly this last weekend. I hope everybody has a winter project that they've started or will start. I've got a few things I need to get done this winter hopefully some of it will be with my airplanes. I have to get the woodworking tools working so I can build a couple things. I'll be laid up for a while this winter with my knee replacement but hopefully all goes well and it won't take me long to recover. Fly if you get a good day once in a while this winter have a good winter everybody is going to be looking forward till spring.

*Go out and fly!*

*~ Rick Haneline*

# November 2019 Meeting Notes



A *Western R/C Flyers* meeting was held Wednesday, November 7th at the *Papio NRD* offices in Chalco Hills, with 9 members in attendance. President, **Rick Miller** called the meeting to order at 7:00 pm. **Dean Copeland** provided a treasurers report, indicating we have a fairly steady balance and encouraging all to get their 2020 membership dues in. He also reported that 3 new members have joined for next year. Dean has the 2020 membership cards ready to send out as dues are collected.

## New Business:

**Rick Miller** asked the current WRCF officers if they would be willing to maintain their roles for the 2020 season. All agreed, and Rick thanked them for their past and future service. Yet if there are any officer candidates for 2020, please submit. Election and confirmation for office will be held in the December meeting on the 9<sup>th</sup>.

Current, and candidate 2020 WRCF officers are:

- President: **Rick Miller**
- Vice President: **Rick Haneline**
- Treasurer: **Dean Copeland**
- Secretary: **Tim Ryan**
- Safety Officer: **Mike Lawver**
- Field Marshall: **Loren Blinde**
- Newsletter Editor: **Nelson Carpenter**

**Loren Blinde** reported that the mower is giving an inconsistent cut, and Rick Miller said it is probably time to look at replacing the deck bearings and spindles. Loren also pointed out that the ditch near the south side of the runway is deepening and could use some fill dirt. **Rick Miller** said he would take the issue up with the folks at UNL. That aside, Dean proposed a motion that we buy a cake or cookies for the personnel working at the UNL farm machinery test center to show our appreciation for their acceptance of us as tenants. The motion carried and a limit of \$50 was agreed upon.

**Dean Copeland** mentioned that the unseasonably cool weather allowed us to return the *Porta-Potty* a month early, saving the club \$131.

**Tim Peters** brought up a question about the FAA 400' altitude limit as it applies to the Mead field because it is in uncontrolled airspace. I mentioned that I thought I had read that the FAA 400' altitude limit does apply to uncontrolled airspace. After looking into it further, the FAA does state that the 400' limit applies to uncontrolled airspace which I believe includes the Mead field.

**Rick Miller** reiterated the importance that we follow the AMA's suggestion of filling out their form letters and emailing them to our congressmen in an effort to stem the tide of FAA intervention.

**Dean Copeland** mentioned that there is an organization trying to get the operational constraints reduced for non-drone recreational RC aircraft.

**Rick Sessions** expressed concern about the grass height at our field preventing smaller wheeled aircraft from operating successfully. **Rick Miller** admitted that this was an issue last year, but has been much improved this year with more regular mowing, and lower mower deck settings. All agreed that the field conditions were improved this year.

**Rick Miller** mentioned that he will contact the local turf grass grower, *Todd Valley Farms*, to see if they could go over our runway with a roller.

It was decided to leave the field tables out during the winter. In the past an attempt was made to shelter them by placing against the backside of the ARDC building. But ice falling from the roof caused more damage to the stands than if just left in the pit area.

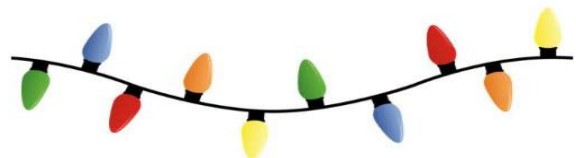
**Nelson Carpenter** mentioned that we have extra orange barrier fencing material in the storage building. That it could be used to replace the existing worn fencing. I then asked if we could widen the two narrower openings in the barrier fence to match the two wider openings. **Dean Copeland** made a motion to widen the openings and replace fencing. The motion passed. It was also agreed to widen the setback fencing to match the opening widths. **Loren Blinde** expressed concern that changes could make trimming more difficult and it was decided to apply salt along the barrier fencing in the spring to prevent grass from growing along the fence line.

**Rick Sessions**, president of the *Omahawks RC Club* and fellow Western RC Flyers club member, suggested that the two clubs work together when setting the 2020 event schedule to avoid date conflicts. Last year we held the *WWI and Golden Age Fun Fly* in May; our annual fun fly in June; and the **Bud Hall** event in late August.

At 8 pm the meeting was opened for members to share their current projects.

*That's it!*

~ *Tim Ryan*



## Treasurer's Report



Well there is no question about it, the flying season has pretty much come to a close except for those rare days that pop up and are tugging at us to fly one more time.

That being said it is time to Rebuild, Repair, Start a new project, maybe one of those kits that you have purchased as part of your bucket list.

Also it is time to send in your 2020 dues for renewal.

Even though it has not been the best flying season there were some pretty good times had by all. The field has been in good shape and a great big thank you to those that are responsible for keeping it that way.

At the last meeting there were some suggestions to make some minor changes to the safety fence for better access from pit area to the runway. I for one think that it is a good idea even though it will make a slight inconvenience to the mowing crew.

Your Treasurer

- Dean Copeland

## Mead Field Weather Station



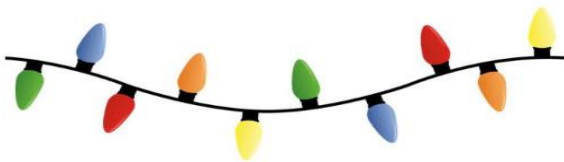
Weather conditions at our field can be viewed from your computer or phone. It is available through *Weather Underground* from a weather station that the university's *ARDC Farm/Facility Shop* has installed.

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



## Wahoo Municipal Airport, Nebraska Aviation Weather Report and Forecast

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



**MEAD FLYING SUNDAY 24 NOVEMBER  
WIND >3SW, TEMP 61, MOSTLY SUN**

*Western R/C  
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# - Things Going On -

by Nelson Carpenter



At this time, our club has three primary flying events that we hold at *Mead Field*. They are the "World War 1 & Golden Age" Fun Fly; the "Spring Fun Fly"; and the long running "Bud Hall Large Airplane" Fun Fly. Tentatively two events have been scheduled for 2020. The "WWI & Golden Age" on May 16 with rain day May 17. The Bud Hall will be August 22 and rain day August 23.

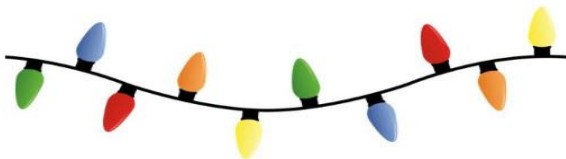
With the above information and dates, you have plenty of time to get that airplane ready or built. The 2019 WWI gathering was a fun time. We expect more WWI aircraft to participate next year. Also the Golden Age will be well attended.

During month of November we had flying days that weren't expected. Nor did many of us prepare for those days up until perhaps the day before. But we did fly. Be ready for December.

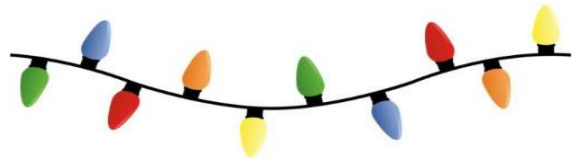
Did you recognize the aircraft in the photo on page one? A *Cessna Bobcat*. Same as Sky King flew in early-to-mid 1950s and called the *Songbird*.

## BACK ISSUES TAILSPIN:

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



*Western R/C  
Flyers*



## In My Opinion

Submitted by Tim Peters



Like most of you, I have been slowly smoldering about the way U.S. R/C modelers have been treated by the FAA. When the issue of model aircraft registration came up a couple of years ago, I created hand-written letters and sent them to my Nebraska US Congressman and Senators. After reviewing how they voted, I decided that I had wasted my time effort and a couple of dollars in US postage.

**Recently I have found myself wondering how people with other hobbies and pastimes would feel if they were treated this way.**

So imagine with me for a minute:

The FAA has determined that an increasing number of injuries are the result of aircraft being hit by out-of-control golf balls. There is a growing fear that jet engines will ingest airborne golf balls causing damage and ensuing air disasters. Therefore, the FAA has recommended:

1. All golf balls must be registered with the FAA. The kiddie golf sets are exempt from registration. Whiffle balls will require registration.
2. Golf courses may not be located within 10 miles of restricted airspace unless the course owners have filed a written agreement with the airport operators.
3. To reduce the potential for golf balls ricocheting off an object and being launched skyward, course management will monitor players to make sure their swings result in drives of less than 400 feet.
4. All Golfers (*professional, amateur, and hackers*) will take an annual written exam to display their understanding of multidimensional physics, angular momentum and parabolic flight paths.

Stay tuned to see if any other popular hobbies come under FAA scrutiny....

# Where's my X-Acto Knife

Submitted by Tim Peters



I've been happily married for a while now, getting close to 50 years of dreaded hiss....no, no, I mean wedded bliss. (We were kids when we got married ☺). So it may surprise you when we (collectively) agreed to add another female influence into our happy home. So how's it going for us? Well so far:

- She doesn't speak without being spoken to first.
- No 'splaining to do if I get home later than planned.
- No mood swings.

Okay, time to 'fess up'. Her name is 'Alexa'. We have two of these Amazon devices in our home now. They are the result of having credit at a well-known furniture store and not having anything better to buy. You may ask, 'What benefits does a model airplane builder/flier get out of this new arrangement? Here goes:

- 'Alexa, convert 2,100 square centimeters to square feet.'
- 'Alexa, turn on the basement light.' (Keeps my hands free while transporting models/equipment up/down stairs.)
- 'Alexa, set a timer for 15 minutes' (for mixing epoxy.)
- 'Alexa, what is today's weather forecast for <insert favorite flying site>?'
- 'Alexa, translate <insert Chinese instructions from \$%&\*! Owner's guide here> to English.'
- 'Alexa, how many points did <insert favorite local sports team> lose by this week?'

Here are some R/C related 'skills' I need to get Alexa to learn:

- 'Alexa, where did I lose my X-Acto knife?'
- 'Alexa, what lipo's need to be charged?'
- 'Alexa, where are the Band-Aids?'
- 

And, of course:

- 'Alexa, who ate the last slice of pizza?'



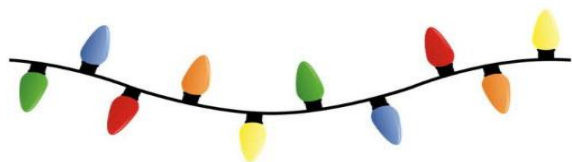
Joe Halamek – 89 inch Cessna 0-2 push/pull Skymaster – Winter Project



Jim Albin – Lanier Stinger .40 size



Bob Burt – Scratch built Curtis Wright CW-1



Western R/C  
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Dictionary **fix**

**fix** | fiks |  
verb [with obj.]

1 [with obj.] fasten (something) securely in a particular place or position: *fix the clamp on a rail* | *the upper jaw of an amphibian is firmly fixed to the skull.*

Submitted by Dave Kelly

## PART 1



You know the story of my *Houston, Texas* trip. Remember? I parked my 18' B-17 in an 8' tree! That was the CRASH of the year for me. It took me a week to get home, because I also visited my brother in *San Antonio* since I was that far south. In the quiet times of my visit my mind would drift back to the crash. I didn't need a video, it was very clear in my mind. I was also examining all those broken pieces in my head. They were the last items I would see in my head at night, and the first things I'd see in the early morning. That being said on my drive home I could see my schedule of repairs coming together, which items first etc. Once home, since I had been gone for so long, I had stuff around the house to get done first. Mowing, gardens, etc. Come the day I could start in on the repairs, my wife helped me get the worst of the crash damage up onto my workbench.

### .....Day One, Bottom Left Wing Panel:

I pulled the #3 nacelle completely off. It didn't take much since the crash had broken it almost completely loose. I started cutting damaged sheeting and leading edge too, what was left of it. I cut all the way back to the front spar. Close inspection showed no spars (*front or rear*) damaged, and I was quite relieved. Once I had the sheeting cut back and cleaned up (one side at a time, bottom first) I jiggled the wing so as to keep it straight during repairs. Then I got into my pile of broken pieces to find all the rib parts. I had 90% of those, and was able to piece them back in place. I added reinforcing in logical areas, and filled in custom made parts for those pieces missing. Once ribs were all in place, I added carbon cloth to a few key areas and mixed up *Hysol Epoxy* for gap filling fillets along the inside of the ribs where they mated to spars and sheer webbing.

### .....Day two, bottom left wing panel:

I fitted the nacelle back in place. I tacked in some sheeting in place so as to allow for thickness of sheeting while getting the nacelle properly aligned with respect to thrust lines. Gear mounts too. Once established and clamped in place, again I mixed up *HySol* epoxy and made glue joints inside the substructure of the nacelle. Day two was not a long day's work, and then I left everything overnight to set up well.

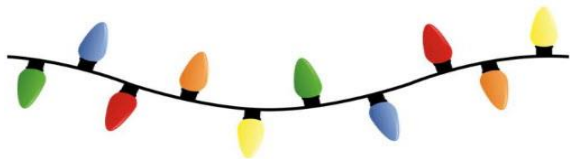
### .....Day Three, Bottom Left Wing Panel:

Clamps removed I inspected alignment and tested for strength. All seemed very good. I got my sheeting out and sheeted the bottom side. I had cut sheeting back to panel lines so as to hide any repair irregularities in the look of the wing. I also taped off a narrow fillet where nacelle engaged the sheeting and filled with epoxy and micro balloons. Once it was all done and sanded (*1/2 day*) I had my wife help me flip the wing over so I could do top side. Jiggled up again, the top side sheeting was cut back to panel lines, and new sheeting installed. Like before epoxy and micro balloons were used at nacelle to sheeting line. All sanded and inspected. Strong and straight. I was delighted! I sticky tacked the bare sheeting and covered with solar-Tex. Then painted the olive drab. Once paint was set up (*Behr Latex*) I was able to flip wing panel on my own because strength integrity was no longer an issue. Bottom side of sheeting received the same treatment as the top, but painted in gray to match underside. I bolted the main landing gear in place, installed old fuel tank with new lines, bolted engine in place and added the cowl. Touched up some paint, added distress look to the panel lines, and some battle and age weathering. Day three was a long day, but the finished wing looked awesome. I knew where the repairs were made, but most any other modeler will be hard pressed to see them. 75% of the repairs were now complete, and I was very happy!

### .....Day Four, Fuselage:

My good buddy **Jack Wilhelmi** came over and spent several hours helping me. We put front half of fuse on the workbench with it still strapped to its cart. We got one of my shop stanchions and used it to hold back half of fuse in place. With Jack carefully holding it I started tacking the fibers of the glass fuse together. We checked alignment many times during this process and as it got stronger Jack was able to let go of fuse and help glue fiber joints as I held the fibers together. Once it was done, we checked alignment again and being satisfied added in a few carbon cloth patches. We then broke for lunch. After lunch we were able to go through the gunner openings and add carbon cloth 3/4 way around inside fuse at the break lines. All and all about four hrs work, and again let epoxy set overnight.

Cont. page 7



## Fix Cont.

### ..... Day Five:

Another good buddy, **Jim Henley** came over mid-morning and we flipped the *Belle's* fuse over and finished the cloth to inside top of fuse. I used 30 min epoxy for the carbon cloth, and again it was lunch time. My help is cheap but didn't want them to get weak! LOL. After lunch Jim worked one side, and I did the other. We used auto body Bondo, feathered out to nearest panel line. We repaired the holes in the dorsal fin. Then we sanded, tacked, and painted the fuse repairs. Again buy end of days' work I was very happy. Fuselage was done. End of day five.

### ..... Day Six:

Day six was primarily a day of tweaking here and there, and some more touch up paint and weathering.

### ..... Day Seven:

Jim came over again, and assembly of *Belle* outside was uneventful. Wing bolt holes all lined up as before and air system held pressure but seemed to be different on the left gear. It would lock down very well. So much so, it would stick in down position. We finally moved on to engine runs. All but one engine ran great, the number three engine was being a snot. In frustration at the end of a long day we disassembled *Belle* and turned out the lights in the shop.

### ..... Day Eight:

Jack came over early. We assembled *Belle* and started tweaking the carb on number three. Slowly it got better, and eventually reliable as the others. We then turned our attention to the sticky gear. Dean Copeland came over and we went to another shop that had a large press. We got it as straight as possible, but it was still sticky. Jack took the gear home with him and that night found the problem.

### ..... Day Nine:

Jack came early to my shop with gear pieces in a box, and showed me the problem(s). Long story short we switched out good parts for bad parts from a spare gear set I had on hand. We also had to shorten the smaller/lower gear leg because it would engage an out of round outer/larger gear leg and stick when compressed. Buy end of day we had the gear "nearly" as good as new. The only way to get it to 100% required building new main gear lowers. We felt it was reliable and we were sure it would survive one more event. Later this season we will build new lowers for both left and right side gear.

### ..... Day Ten:

Jack and Jim met me at Missouri Valley airport in Iowa for test flight. I was late arrival at 10:15. About an hour later she lifted off the runway, gear retracted nicely too. Absolutely no trim changes. I was very pleased, and my team members were as well. We had her back on her transport carts, loaded in trailer and all heading for home by 12:15. My my my.....

### ..... Thereafter:

The next few days I organized the shop and trailer to get ready for my long trip to *Andersonville Georgia*. Also mowed my grass again. Good grief, it's late October and still mowing every week!! When I left home **Renae** followed in close pursuit. We stayed at our camp in the *Ozark's* for two nights. Day three she headed for home and I headed toward Georgia. I stopped in Nashville for a nights rest, then on to *Andersonville* the following morning.

Once there my friend **Dino Digorgio** escorted me to show center where there was a huge six bay steel open ended enclosure (40 X 120). Fantastic set up. Steel roof over head, with supports 25' apart so no issues getting my big bird in and out fully assembled. Power outlets as well for chargers etc. lighted. Then a quick tour of the grounds to show me where the shower house was located, the fully stocked shop, and hanger for smaller RC airplanes. Lol. Most all are smaller than *Belle*. So..... back to my trailer, and got her unloaded.

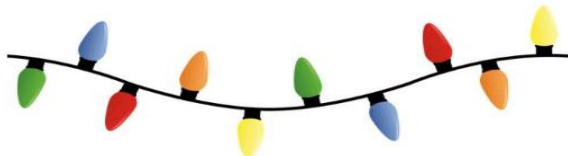
At about this time my brother **Larry** arrived too. He made his way from *Gillette, Wyoming* via *New York City, Manhattan, Queens* to be exact. He had visited friends there, and in *Connecticut* as well. **Larry** has made several events with me over the last two years and we have had great fun together. Once unloaded and assembled I did a short evening flight. All was perfect.

Long story short, over the next five days flew *Belle* twice daily. Most fuel I've ever gone through in a single event. GREASED every landing. Approximately 65 registered pilots, and many of them former and current year *Top Gun* Winners. My my. Friday night was a banquet of steak or chicken dinner, and a *Halloween* party. Costumes if you wished. It was great fun, and my costume came out of the *Memphis Belle Foot Locker*. **Captain Morgan** of the *Memphis Belle*. Camp fire went late that night and we all laughed until we fell into our campers, RVs and pop-ups. Saturday afternoon was awards. My my my..... The pilots voted **Pilot Choice Award** to go to me and the *Belle*, likewise best of show too. My my my..... Very humbled to say the least.

To be continued.....

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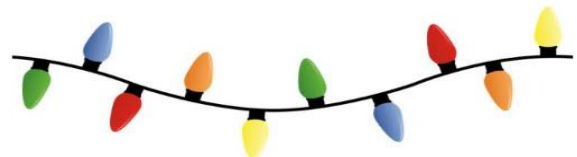
# Andersonville Event Photos

Submitted by Dave Kelly



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*Western R/C  
Flyers*





# CURRENT SCHEDULED 2020 CLUB EVENTS





OMAHA NEBRASKA  
AMA 857

## WWI and Golden Age Fun Fly

Saturday May 16th 2020\*

**Mead Field**  
Landing Fee \$10  
(includes lunch)

*All Models this Era\*  
Welcomed!*





**Lunch +**  
Visitors/Guests \$5 for lunch.

\*Inclusive WWI acft thru 1939  
Civilian or Military

**Contact: Nelson Carpenter J3flyah@gmail.com**

AMA Required to Fly - Wide Open Space - Large Runway - Easy access Pits

\*Rain Date: Sunday May 17th





OMAHA NEBRASKA  
AMA 857

~2020 EVENT~

## 32nd Annual Bud Hall

### Large RC Airplane Fun Fly\*\*

- Required Min. 80" Mono - 60" Multi-Wing - or true 1/4 Scale -

Mead Field\* Saturday Aug 22nd

FLYER FEE \$10  
Includes lunch & soda

Non-Flyer Lunch \$5

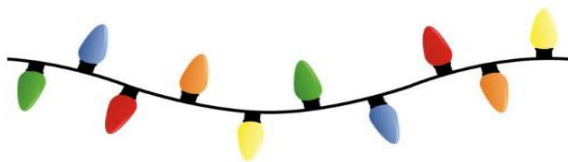


AMA Required to Fly - Wide Open Space - Large Runway - Easy access Pits

\* Located 3.7 miles S. of Mead from Sinclair station on Hwy 92. Watch for signs at field entrance.

Rain date 23rd

\*\*Non-scale airplanes allowed.





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

Schedule for club events to be set and posted within **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 Application 2020

Please print clearly!

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

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

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

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

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

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

**2020 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