



OMAHA NEBRASKA
AMA 857

DECEMBER 2020

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402-943-6731 old43school@outlook.com

Tailspin Editor: Nelson Carpenter
402-709-3651 J3flyah@gmail.com

A Word from the President

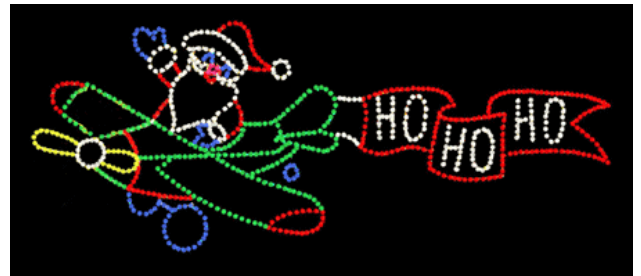


(No Report)

Let's go fly!

~ Rick Miller

ZOOM MEETING: Wed Dec 2nd at 7 pm
(Zoom log-in Info to be emailed)



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



(No Report)

Go out and fly!

~ Rick Haneline



Treasurer's Report



Activity is less than nothing except for the first renewal for the 2021 season. **Jim Hoff** from Colorado is the first to renew his membership.

The virus to say the least has really messed up our normal way of life, however when the weather has cooperated there have been a decent number of flyers at the field and staying fairly safe.

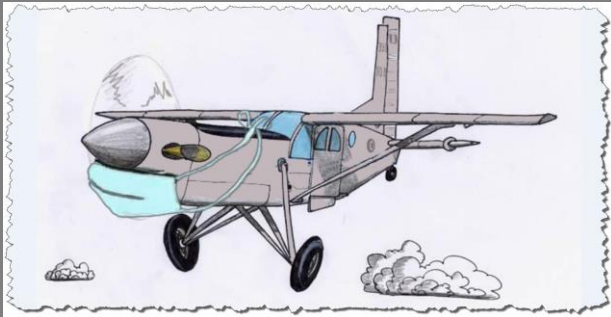
As of this date the treasury remains solvent and very much on track for the 2021 season. However it is time to start getting your renewals in. The new membership cards have been ordered and will be mailed upon receipt of membership dues. Hope you all had a *Happy Thanksgiving* and that you are being safe.

Happy Landings ~ *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 DISCOUNT COVID)

*Western R/C
Flyers*

Secretary's Notes



A *Western R/C Flyers* meeting was held online Wednesday, November 11th via *Zoom*, with 7 members in attendance. President, **Rick Miller** called the meeting to order a little after 7 pm.

New Business:

- **Rick Miller** asked if all officers in attendance were willing to continue in their present positions for 2021. All present agreed with the exception of **Rick Haneline**, who expressed interest in stepping down from the club VP position. **Rick Miller** then asked **Tim Peters** if he would be interested in filling the role, and **Tim** agreed. A motion to nominate **Tim Peters** as club VP was seconded and all present agreed. Absent were officers **Dean Copeland** and **Nelson Carpenter**, who we hope are willing to continue in their roles as Treasurer and Newsletter Editor, respectively. If any other member has an interest in serving as an officer for 2021 please contact any of the current officers so you will be considered when we vote during the December meeting.

Current WRCF officers are:

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

- **Mike Lawver** reported that he plans to haul the large mower to his shop in Wahoo for maintenance. The steering cylinder is leaking and may need to be replaced. The deck has some cracks in it that can be welded. A general tune up will be performed as well. Mike also reported that he may have a line on a sod roller from a closed driving range, and will contact the owner.
- **Loren Blinde** reported that the small mowers are in good shape for next season. The dry weather this year only necessitated 18 mowings vs. the usual 25. Loren also said we have an extra set of blades for the large mower that can be sharpened and held in reserve. Loren suggested we budget to replace the large mower in roughly 2 to 5 years. Loren also mentioned that **Rich Anderson** from the *University of Nebraska Agricultural Testing Center* said they could spray our runway for weeds if they find themselves spraying University land in the vicinity.

Cont. Page 3

Secretary's Notes Cont.

- **Tim Peters** and **Loren Blinde** suggested we again purchase an edible gift for University personnel, something around \$50. All agreed that the goodwill generated by this gesture is worth much more than the cost, and the motion carried unanimously. Tim later reached out to **Nelson Carpenter** about making the purchase and presenting it to agri-testing personnel, and Nelson agreed to take care of it.
- **Rick Sessions** asked how many events WRCF would like to hold during 2021. **Tim Peters** and **Rick Miller** said that will be dependent on the state of the pandemic, safety, and gathering size restrictions. **Rick Miller** said if WRCF events are held we would shoot for the third Saturday of the month(s), and **Rick Sessions** said they would schedule 2021 *Omahawk's* events around those weekends. Loren Blinde mentioned that social distancing at the field is enhanced by generous spacing between benches and stands.
- After **Rick Miller** opened up the meeting to talk about members RC projects the topic of RC auctions came up. Mike Lawver commented that we need some kind of venue to swap, buy and sell RC items. **Rick Sessions** thought there may be a way to extend the online market used by the *Omahawk's* club for temporary use by the WRCF club. **Tim Peters** commented on the success last summer of the *Fremont Frontier R/C Flyers* club's outdoor swap meet, and **Tim Ryan** said he would approach the subject of a combined club swap meet with *Frontier Flyers* personnel at their next meeting.

The December WRCF online meeting is scheduled tentatively for Wednesday, December 2nd at 7 pm.

SUBSCRIBE TO TAILSPIN NEWSLETTER

WANT TO BE ON MAILING LIST?
Club membership not necessary. Send your e-mail address to J3flyah@gmail.com



EDF Soaring

Submitted by Loren Blinde



I recently saw an article in an online publication from the UK that showed a small EDF powering a glider. Realizing that I saved a 64mm EDF from a crashed foamie, and that I had an abundance of otherwise unused gliders, the idea turned into a 2 day project.



The plane is a 2 meter *Prophet*, nearly 40 years old, on its 3rd covering. The mount is a plywood rib that fits the wing rods between the wing halves, attached to a cradle made from 4 laminations of 1/32" ply. The motor is a *Freewing* 64mm unit using a 3S battery.

And you know what? The dang thing works! A nice howling climb and totally normal glide; the frontal area of the EDF doesn't seem to create too much drag. I liked it so much that I just finished another such creation. If it works, I'll send a picture for next month's edition.

Rene Mayo took the flying pics. Love the head on view. If RC gliders were armed, it might be the last thing one ever sees ...



WESTERN RC FLYERS 2020 ROSTER

Current December 1, 2020

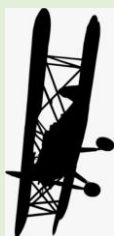


	<i>2020 Members</i>		<i>AMA</i>
1	Dean	Howard	11936
2	Jacob	Brown	596446
3	Jim	Hoff Jr.	858014
4	Skip	Brown	90624
5	Don	Pieken	491585
6	Galen	Lillethorup	
7	Tim	Peters	41409
8	David	Kelly	113940
9	Tim	Ryan	1151475
10	Loren	Blinde	91210
11	Tom	Wild	129512
12	Jack	Wilhelmi	N/A
13	Paul	Edmunds	921
14	John	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
27	Ron	Pacana	96202

	<i>2020 Members</i>		<i>AMA</i>
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
53	Ryan	McGee	935584
54	Ken	Peterson	893277

Your 2021 dues may be sent to Dean now.

TAILSPIN NEWSLETTER BACK ISSUES



http://www.metrorcflying.com/metro_newsletters.htm



Hat pins from Aviation Expo

*Western R/C
Flyers*

Top Flite Zero - Kokutai

Submitted by Brian Peterson



Hello to all and hope that you had a wonderful Thanksgiving. I'm sure most of you have started your winter build projects, so I thought I would show you my latest, first completed one.

The *Top Flite ARC, Zero* has been my second *Top Flite* build in the giant scale category and I must say that it has been a challenge from day one. I'm disappointed in the quality of this kit and am not surprised to see *Top Flite* has stopped producing kits. First problem was the warped trailing edge. It was painted at the factory which caused it to curve upward. It took several hours to correct this issue but I finally got it fixed. Next issue was the rudder linkage being too light and allowing too much play in the rudder. I have been able to tighten it up a little, but am not happy with it and will probably change it one of these days. I posted this problem on line and was informed by other builders that they had the same issue, but didn't seem to notice it during flight. I guess we'll see.

The paint scheme is from the *251 Kokutai*, which was an island based squadron. I liked the camouflage on this one; something a little different. I have a DLE 55 in it for power with a JR radio system with redundant receivers and batteries in it for control. Undercarriage is Robart electric retracts with a pair of their scale wheels. Quite a bit heavier than the wheels included with the kit, but it really makes a difference on the looks. I spent a little extra time on the panel lines, rib stitching and rivet details. I tried the Mirce rivets and also used the 1/8" tubing in a Dermal tool method for giggles. Paint is *Klass Kote* epoxy with some weathering added.

I should have used a little more flattener in the clear coat as I don't think these aircraft would have been too glossy being based on a sand and corral runway, but oh well. I'm leaving it for now. Haven't flown it yet, but will try it next spring when it warms up.

Hopefully all of your projects are on schedule and going according to plan. Have a great Christmas and see you at the field.

Brian



Building Jig for Wing Struts

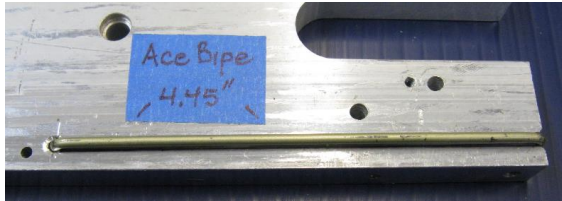
Submitted by Tom Wild



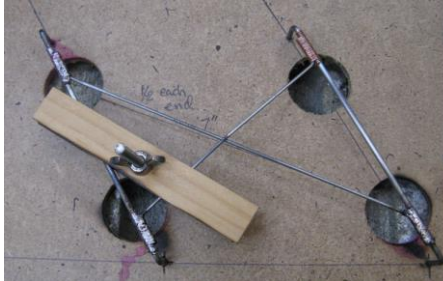
I crashed my *Ace Biplane* a couple of years ago and decided to scratch build one of a smaller scale. My main concern was how to make accurate wing struts. I started with a bend fixture made from scrap aluminum to bend the main uprights struts from music wire.



For this task I got to use some of my favorite shop tools, dial calipers, drill press, hammer and propane torch.



Then I made a jig from a sheet of particle board to hold the struts in place while soldering. The four large holes are to allow finger clearance to wrap copper wire around the cross braces. I cleaned the struts and the wire with sandpaper before wrapping and gave the joint a dose of liquid pipe flux before soldering. Once I got one side soldered, I flipped the jig and repeated the steps on the mirror side. Two wood strips are used to clamp the cross braces aligned while wrapping and soldering.



The wing struts aligned well to the fuselage and wing saddle. The top wing will be held on with rubber bands, just like the original *Ace Bipe*.



Aviation Weather Forecast at Wahoo Municipal Airport, Nebraska

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



Bucker 133 Jungmeister Half Scale

By Jack Wilhelmi



Wow what a year 2020 has been, virus, election, changes in flying fields, people moving and the loss of my daughter. I have kept my sanity because of a decision made in late 2018 to build a half scale *Bucker 300 Jungmeister*. We had seen one fly at **Joe Nall**, and it was an inspiring sight. The plane was built and flown by **Rick Cawley**. When we visited with Rick for a second time at **Joe Nall** in 2019, he indicated that he had logged over 400 flights on the *Jungmeister*.

We purchased the *Jungmeister* kit from *Vogelsang Aeroscale* in North Carolina. **Gotz Vogelsang** has been a great help with Moki engines and advice concerning the construction of the *Jungmeister*. He has also built and flown the *Jungmeister* as well.

The kit was manufactured and designed by **Jorg Wonneberger**, his company name is "*JW-Flugmodellbau*" located in Mittweida, Germany.

The kit comes with approximately 30 lineal feet of model size CAD drawings all very well detailed. We obtained a "pdf" of the drawings and were able to produce a reduced set of drawings that were mounted on foam board and very useful during construction, photo below.

The manual is not for the faint of heart, 16 pages translated into English. Jorg has been very quick to respond to questions. The only criticism I have to date is the manual could be expanded a bit.

The quality and completeness of the kit goes way beyond anything I have built to date. All of the wood is of excellent quality and is cut with a CNC controlled router. Included are all of the metal and fiberglass parts cut in the same fashion. The landing gear is fully functional, scale and actually a work of art in itself. If you build without changes all you would purchase is servos, electronics, engine, fuel system, smoke system and covering. Flying wires with neatly crimped ends are included as well. All required screws, bolts and nuts are also included. Scale door hinges, instrument panel with separate bezels and lenses are included and very well done.

The router cutting and quality of part fit is beyond excellent. There are some very interesting and unique, at least to me, construction details that I will elaborate on in the construction portion of this report.

We were fortunate to discover that there is a full size *Jungmeister* hangered two miles from my son's home in Longmont, Colorado. We had planned to spend some time with the full size version until the pandemic hit and now am not sure where that plan will go.

The *Jungmeister* will be covered and painted utilizing the Stitz process including rib stitching and pinking tape. Graphics will be done by **Callie**. There are three basic color schemes, and no decision has been made as to which one we will use.

Servo sizing has been a confusing issue. There are three different recommendations that vary by a factor of three, JW-Flugmodellbau, Vogelsang and the AMA formula. JW- Flugmodellbau had the lowest torque requirements, Vogelsang in the middle and AMA the highest. Vogelsang and AMA were relatively close.

The rudder which is a single servo has the highest torque requirement, 600 ounce inches. Plan to use 700 ounce inch at either 6.0 volts or 7.4 volts.

Equipment Choices:

Engine - Moki 400 Radial, has been flown with a Moki 250 but not with authority.

Fuel and Smoke Pumps - ASP

Brakes - Robart with CNC machined scale wheel rims.

Brake Control - Jettronics

Servo - MKS on surfaces, Futaba on the choke and throttle.

Power Distribution - Jetti Powerbox 200 or 300.

Receivers - Jetti, two for control and one for power.

Gyro - Bavarian Demon

Ignition Control - Powerbox

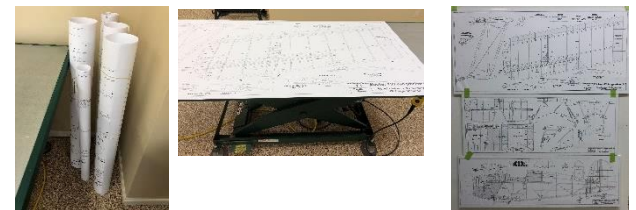
As I am writing this it occurred to me that this will be too long to write as one article so will split into multiple sections.

If anyone has questions or would like jpegs of any of the photos my email address is "jbwilhelmi@cox.net."

Mittweida, Germany to Omaha is a short 4,800 miles which took its toll on packaging. But all arrived safely and well packed.



Drawings reduced to a manageable size and mounted on foam boards, largest is 32" x16".



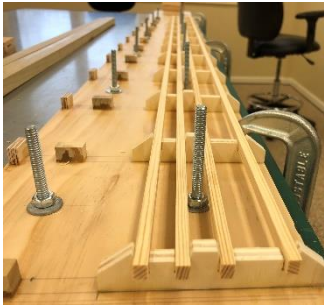
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Western R/C
Flyers

Bucker 133 Jungmeister Cont.

Spar and Wing Construction

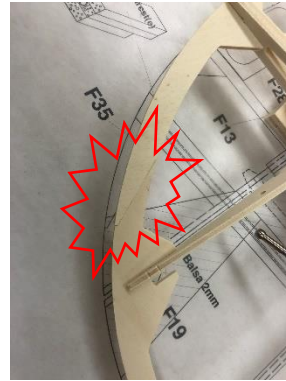
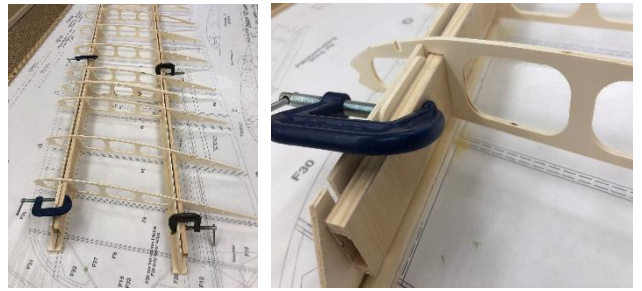
The main wing spars are 35mm x 10mm and 25mm x 10mm, respectively. They are constructed as box beams with 1mm plywood sides and 6mm x 8mm spruce ends and attached with Hysol the entire length. Jig is made of a very flat 1 x 6 clamped to a flat workbench. The jigs were included with the kit that allow epoxying one side and then flipping them over to do the second side. Secured with carriage bolts and straight hardwood on the top and wax paper to prevent the attaching of the box beam to the jigs.



95% of the parts are cut from high quality 3mm lite ply and in some cases multiple layers are epoxied together such as some of the main ribs shown below. Utilized the same clamping system that was used for the box beams.



Utilizing the same clamping method, the wing jigs were setup. Again, these jigs came with the kit.



Setting the first wing in the jig and preparing to apply adhesive. Quickly discovered this was a two person job.

Please note the joint in the wing tip. The trailing edge and wingtip is made up of 5 pieces all interlocking with the ribs. The joint is glued as shown without sanding, amazing parts fit!



First wing in the jig. Note the trailing edge mentioned above. Carbon fiber torque rod in aileron and a 4mm hinge rod that is removable.

Setting the incidence of the top wings and the center section.



Next month we will cover aileron hinge detail, the tail surfaces, and Fusion 360.

Fusion 360 is free software that allows us to model a servo and all of the linkage to electronically simulate surface movement based upon servo movement. We changed the control horns on the ailerons and used the modeling software to check clearances and travel electronically.

Byron Originals Acft - Final



Submitted by Tim Peters



This is the final of three articles about **Byron Godberson**, founder of the 'Byron Originals' product line, and his "Aviation Expo" Airshow. WRCF members **Jim Phillips**, **Jim Duke**, **Bob Hess** (RIP), **Dean Copeland**, **Paul Edmonds**, and **David Kelly** played active roles in the events. The later three current members have close-up knowledge. Thanks to Dean for sharing background for these segments.

I was fortunate to attend several of the airshows including Ida Grove and Ankeny, so it's easy for me to recall the goings-on. If you weren't so lucky, or need a refresher, consider looking at some *YouTube* videos. A copy of a professionally-created Byron video (on VHS!) can be found here:
<https://www.youtube.com/watch?v=5f1robER7-U>

The movie "Field of Dreams" tells the story of a farmer who hears voices in his head and builds a baseball field on his Iowa farmland. The well-known quote from the movie "If you build it, he will come" could be applied to another Iowa farmer turned entrepreneur: **Byron Godberson**. Change the quote to "If you build it, *THEY* will come". The *Byron Originals* 'Aviation Expo' was attended and enjoyed by thousands of enthusiastic spectators. They pretty much overwhelmed the Ida Grove, Iowa community for several days during August in the 1980's.

Byron and team had been to trade shows and fun flies. IMAA-type events were important to him, but he didn't feel that the setting and accommodations were adequate. He wanted to show that he could do something better than what he was seeing. In the late 1970's and early 1980's Byron began hosting invitation-only fun-fly events in Ida Grove. The attendees would contribute ideas and Byron could see what was going on and what people were looking for. In 1981 the fun-fly transformed into the premier model 'Aviation Expo' festival. Over time the scope grew to include full-size aircraft exhibitions along with models. The airshow focus was 'Byron International' airport constructed on farmland north of the full-size Ida Grove airport. It was erected in 1/5 scale and included a paved runway and taxiways, control tower (with mannequin operators) and aircraft hangars. There were tours of the *Byron Originals* production facility.

There was open flying of models during the day, showing a variety of civilian and military aircraft. Vendors displayed and sold model aircraft items, craft items and food. Spectators had opportunities to take rides in helicopters and historic prop-driven aircraft.

The Aviation Expo promoted the 'Striking Back' segment beginning in 1984. South of the model runway Byron's crew constructed a replica of a Japanese-held island in the Pacific. It included mountains, a train, aircraft hangar, refinery, an aircraft carrier and PT-boats (on a simulated ocean of water—8-12 inches deep), and oil tanks. 'Striking Back' simulates an Allied Forces WWII air and ground strike against the island. The Byron International facility was expanded to include another hangar holding air show equipment and the larger models (B-25, C-47, etc.) It was also used to hold pre-show "pep talks". The Control Tower housed director and announcer, where they could execute the performance script minute-by-minute using two-way radios between the tower and the pilots. Each pilot had a helper taking commands on the radio regarding the position and activity of the aircraft during the show. Pilots would rehearse several times before airshow. Byron provided each pilot with two identical warbirds for primary and backup. The organization totally sponsored the participating pilots with aircraft, room and board.

During 'Striking Back' you would see:

- Ground explosions from aircraft strafing and bombs: Embedded in the scenery were 3 to 4-inch steel pipes loaded with a half-gallon of gas and dynamite with detonation triggered by a master control board that was keyed to the activity. The pyro manager had map of the set and firing button for each location.

- 'Big Ben' flak gun launched hundreds of explosive charges for a realistic simulation of anti-aircraft flak. The flak gun operator (a former U.S. Army pyrotechnic officer) actually tried to hit planes with the charges at times, and a few planes really were damaged. One P-51 pilot unintentionally flew through flame from flak; the plane was scorched, but still flyable. Planes being 'shot down'. WRCF member **Paul Edmonds** was the pilot of these 'stripped-down' (3 channel) Japanese Zeros that took off from a different runway. The Zero contained a half-stick of dynamite set up for remote detonation. The Zero was launched from catapult with long cord to arm the charge after takeoff. The activity was orchestrated by having Dean's P-47 positioned on Paul's Zero's tail along with authentic 'machine gun' audio (along with other realistic battle sounds) piped through the PA system. At the right moment, Paul's Zero starts to smoke, the pilot bails-out, and the charge on the plane detonates causing a wing to fold and subsequent crash. All this was arranged so that there was no danger of the plane crashing outside the set.

- PT boats. Since the water was shallow, the PT-boats were actually on wheels. Torpedoes would launch and travel through the water.

- The aircraft carrier ship was unique in that it sank after being attacked.

Cont. page 10



Byron Originals Aircraft Cont.

▫ Train had holes pre-drilled in the engine boiler. When struck, pumped oil through holes causing smoke to make it look like it got hit.

▫ RC paratroopers were launched from C-47 Skytrain, each deploying its own chute. There were enough paratroopers launched (via a conveyor belt) that the overall process changed the CG of the Skytrain. Dean reports that the Skytrain was easier to fly once all the troopers had ejected.

▫ A B-29 used to recreate dropping the A-Bomb.

▫ The B-25 Mitchell bombers weighed in at 100 pounds each and along with the B-29 were built in a separate warehouse from production model manufacturing. These were extremely expensive aircraft that used special machined metal components.

▫ One foreign embassy indicated some concerns about the airshow but those were later dropped.

The Aviation Expo also presented:

▫ Cloud Dancers (Kissimmee, FL) flew (3) twin-engine Byron F-15 ducted fan jets in formation.

▫ Full-size Bud Light BD-5 microjet and other full-size aircraft.

▫ Model versions of SR-71 Blackbird. Two of these were built, Dean flew one as a demonstration. In 1990, a *Confederate Air Force* pilot in a full-size AT-6 was killed during a show flight. Sadly, the crowd initially thought the crash (*some distance from the show set*) was part of the 'Striking Back' event. Along this same time one (*model*) aircraft crashed into the crowd area. Byron decided to approve the move of the Aviation Expo to a new site north of Des Moines (*Ankeny, IA*). The show in Ankeny had some issues with weather (torrential rain and mud the first year) and the show was discontinued after several years. Some of the larger aircraft associated with the show are housed in a display hanger at Ankeny.

It is worth mentioning that Dean flew the same P-47 airplane for ten years. To his knowledge it is the only functional aircraft left from the original air show.

Editor's Note: *As I recall: the two other former WRCF members flying for Byron were Jim Phillips who for years flew a Corsair at the Expo, and Jim Duke whose primary aircraft was a Jap Zero. Several club members (myself included a couple years) worked the Expo flight line. Member Bob Hess managed the flightline crew. In 1988 our WRCF club was approached by Byron Originals to conduct an R/C auction during the Expo. We did that for a few years, ending when the Expo was discontinued. That earned the club sales commission which boosted our coffer.*

Czechoslovakian Glider

Submitted by Larry Inness



Loren Blinde thought I would enjoy an aerobatic glider. His friend and club member Larry Bailey had a *Lunak LF 107 ARF* made in *Czechoslovakia*. Larry had started the assembly, but was not able to finish right now. So that opened up the opportunity for me.

Slope soaring, tow glider, and power glider are all possibilities with this 140" beauty. I've installed an A50 v3 *Hacker* motor with a *Castle 120 mAh ESC*. It will have 10s power and a 16X8 folding prop. There will be 10 servos in all including the 4 aileron surfaces. Take off will be with the aid of a cart. I'm very excited to fly it and many thanks to Loren and Larry.



Western R/C
Flyers

Light Attack Archangel

Part VI

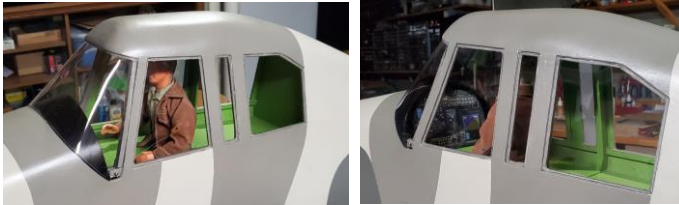


Submitted by Nelson Carpenter



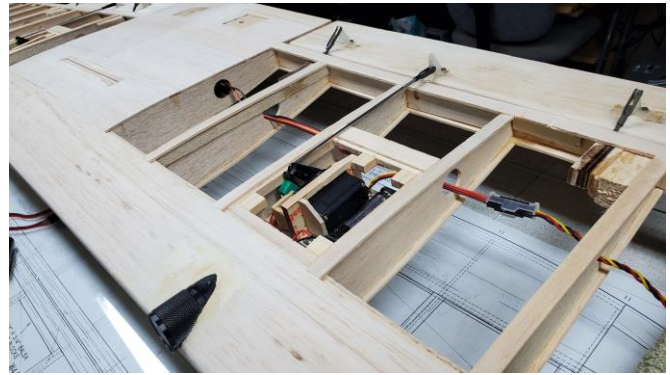
Flying weight is 15 lbs and 11 oz. That weight follows three coats of clear satin polyurethane on the entire aircraft. Weight gain with the poly (2 cans) was approximately 9 oz. Yet it falls below the 16 lb target weight for a *Dynaflite Fly Baby*. Remember, I added some length to the wingspan which will lessen loading.

The past few weeks the cabin area was worked on including full glass instrument panel. Windows were installed.



I've settled on graphics for the *Archangel*. This month should have them installed and show in the January newsletter.

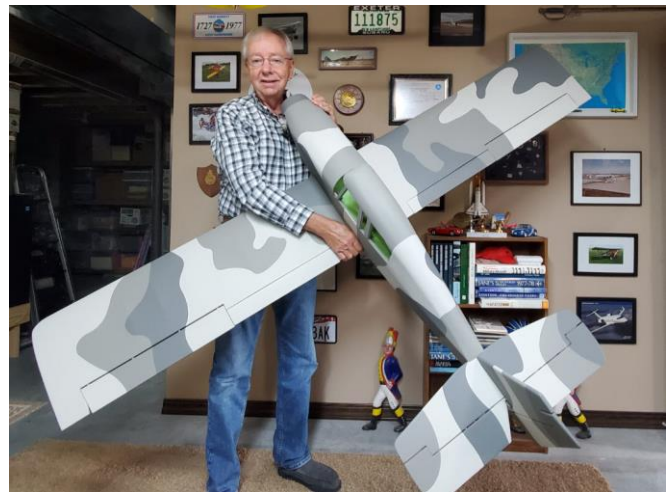
I've included a few photos showing detail of landing lights/flaps mechanism, and the pull-pull tailwheel assembly.



Underside right wing: half sectioned micro flashlight embedded in leading edge; flap servo with arm resting against lever switch (green) activates landing lights when flaps dropped by pushrod against control horn; and the Fowler flap shown. Identical setup in left wing.



Sprung tailwheel assembly: pull-pull cables exiting red Nyrod tubes that are used to guide cables to front of acct; tubes float inside fuse, only anchored where they exit; connection to tailwheel arm self-explanatory. Springs to absorb shock of wheel on ground with cables tensioned off to servo tiller bar. Tailwheel servo mixed on transmitter with rudder servo. Note: Yes I tightened both locknuts behind clevises... Tks.



Western R/C
Flyers

Hello from Camden County

Submitted by Dave Kelly



My winter project is getting a shop built. I'll start footings and foundation next week. Hopefully poured shortly after Thanksgiving.

Can't even get to a bottle of glue yet. All my shop supplies and kits are either packed away in my cargo trailer, or a single room in the house. Floor to cowl, and bumper to ramp door of trailer.

We (Rena, Larry and myself) did make it to Mac Hodges Field in Georgia again. A lot of friends. Had a great time. A friend from Florida, Hiens Ayvas had me fly his Zirol Stearman. Great airplane powered with a Saito R60. Flew it a dozen or so flights over three days. He has some vision problems, and I have no-show problems so we made a good team. I've included some David Hart photos from the Georgia fun fly.

I'll try to make a Central Missouri RC club meeting soon. See what's shaking so to speak. I'll stay in touch, and please give me a shout if coming down to the Ozarks. Happy Landings!!



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Hello from Camden Cont.



Western R/C
Flyers



~ Western R/C Flyers 2021 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



Western R/C Flyers Inc. **Membership Renewal and Application 2021**

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