



OMAHA, NEBRASKA  
AMA 857

## TALESPIN NEWSLETTER JANUARY 2022

**President: Tim Peters**  
402-880-1508 [tpetersrc@gmail.com](mailto:tpetersrc@gmail.com)

**Vice President: Brian Peterson**  
402-296-3507 [alblpeters@windstream.net](mailto:alblpeters@windstream.net)

**Field Maintenance: Loren Blinde**  
402-416-0855 [lblinde@neb.rr.com](mailto:lblinde@neb.rr.com)

**Field Safety Officer: Mike Lawver**  
402-443-8345 [Mikelawver@charter.net](mailto:Mikelawver@charter.net)

**Treasurer: Dean Copeland** [dcopeland937@centurylink.net](mailto:dcopeland937@centurylink.net)  
Address: 15668 Fountain Hills Drive, Omaha 68118  
402-905-6446

**Secretary: Tim Ryan**  
402-943-6731 [old43school@outlook.com](mailto:old43school@outlook.com)

**Tailspin Editor: Nelson Carpenter**  
402-709-3651 [J3flyah@gmail.com](mailto:J3flyah@gmail.com)

### A Word from the President



OK.....show of hands, please. Who ended up on Santa's 'Naughty List'? You were 'Nice' all year until you got to December 15th. And then Noooooooooo, you just couldn't be 'Nice' any longer—it was just too much for you, eh? So, Santa left us all a nice 'lump of coal' in the form of the December 15th 'Ithaca-to-Yutan' tornado. And guess whose flying field was in the middle of the path?

Kidding aside, we have lots for which to be thankful. The mower building and its contents are intact. None of the flying site debris caused damage to buildings or injuries to people or livestock. The result is that we have some challenging repair and reconstruction in front of us, but it could have been worse. Thanks again to **Nelson Carpenter**, **Larry Inness**, and **Bernie Baker** for spearheading the cleanup. Loren was quick to contact the University Ag management to share information. AMA District IX VP **Jim Tiller** advised us on getting relief in the form of a \$500 grant. Less than an hour after the grant application was submitted, it was approved. So big thanks to AMA. Also thank you to **Dean Copeland** for his truly generous contribution to help with reconstruction. Our friends with the *Fremont Frontier Flyers* club came forward with a cash donation and offer to construct a couple of new airplane stands. Club members **Brian Peterson** and **Doug Clemetson** have volunteered to produce stands as well.

WRCF officers will be meeting in early January to discuss the rebuild. Expect to find the course of action in the February, 2022 Talespin newsletter.



I have damage photos to share if you're interested:  
[https://drive.google.com/drive/folders/10yKjvty014Bn01S\\_GJTb2eWnSnW-S3xy?usp=sharing](https://drive.google.com/drive/folders/10yKjvty014Bn01S_GJTb2eWnSnW-S3xy?usp=sharing)

Enough of that! Do these items need to be on your 'To Do' list?

- TRUST exam?
- FAA ID # on all your aircraft?
- New Year's Eve gift for club president?

**Brian Peterson** and **Dan Fitzgerald** have put on their hard-hats in order to get the WRCF website '*under construction*'. Expect good things from this team.

Superman has Kryptonite. Batman has Joker. My wife has broccoli. And now me and my scratch-built (*how many times do I need to remind you of this?*) electrified *Slingsby Capstan T53-B* sailplane. The glider has had a

Cont. page 2

## Word from President Cont.

number of flights along with some exciting (*and occasionally damaging*) launches. I have repaired it several times. Each wing has about 5 degrees of forward sweep; this makes for an unusual appearance in flight. I think this 'feature' also causes left and right-hand turns to be very unsteady, kind of like a wingtip-stall each time you begin a turn. (*Note: the model has no ailerons; in hindsight I wish it had.*) I finished the latest set of repairs and hope to fly it again before the new year. Here is the [full-size](https://www.youtube.com/watch?v=vv6Fa-hMzfo) glider in action: <https://www.youtube.com/watch?v=vv6Fa-hMzfo>

The process of Monokoting my vintage *Airtronics Olympic 99* sailplane airframe is underway. My hanger also contains its younger cousin; an *Airtronics Oly II* which is about 40 years old, so I know the 'vintage' one will fly very well.

**BREAKING NEWS!!!!.....**A new, improved, whiz bang, crazy-a\$\$ aircraft created entirely for your continued amusement is in early development. Stay tuned.

The Ashland (NE) *Air-and-Space Museum* will hold their annual '*Indoor Air Show*' Saturday January 15th. The club will have a table; consider helping out or stopping by. Maybe you've got ideas for the field fixer-upper we can discuss. Let's talk about it!

Note that the *SAC Museum Airshow* requires a pass for entry. Each club is given an allotment. I have contacted the museum about this, and am waiting for a reply. If you are participating club member, and want a pass, you should contact me.

Lastly, on Jan. 5<sup>th</sup> **Nelson Carpenter** will be delivering holiday cheer with appreciation to the Mead ARDC personnel in the form of food trays (*cold cuts, cheese, crackers, etc.*)

**Come out and fly!** ~ **Tim Peters**

---

## FROM THE V.P.



With this being my first article as Vice-President of the Western Flyers, I wish to thank the members for allowing me the privilege to serve as an Officer. I have been with the club for only a couple of years and there is a lot to learn, but with the experience and wisdom of the current officers helping me, and the monthly "*beatings*" promised by Tim, I should have no problem getting up to speed.

That said, I'll tell you a little bit about myself, since a little is all there is. I was born and raised in Harlan, Iowa and started building models when I was about 10 years old. At the seasoned age of 14, I got my first RC

airplane, a *SIG Kommander*, and was taught how to fly by **Larry Scott**. Some of you may remember Larry from a few of the articles he had published in scale magazines in the 80's, or from a few of the contests he won with his airplanes. He is the one that instilled a love of scale modeling. I was also privileged to have been flying when **Jim Tiller**, our current District IX Vice-President, was getting into RC. He was teaching in Harlan at that time, with me being one of his Biology students. (*Wow, such a long time ago.*) I am a Civil Engineer in my day job and manage an engineering department for a precast concrete manufacturer in Bellevue, NE. My modeling has taken a back seat to life's duties throughout the years, but I'm happy to say I now have the time I need (*and an understanding wife*) to devote more attention to the hobby.

As I said earlier, my interest lies in building scale airplanes and I'm currently working on a 1/3 scale *Nieuport 28* that I want to have finished by spring. I hope to be flying it in scale competition this year, but we'll see how things go with that. I'll be sending Nelson a few pictures of the progress throughout the winter, so stay tuned.

Remember to review the new bylaws. An important item to be aware of is the requirement to follow all AMA and FAA safety regulations, so if you haven't passed the TRUST (*The Recreational UAS Safety Test*), please do so. It will be required for flying at the field along with your membership to the AMA. For more information on the test, please see the *YouTube* video at: <https://www.youtube.com/watch?v=ZB3pmOJFFal>. The test can be found at the AMA website: <https://www.modelaircraft.org/trust>. There are about 25 "*Knowledge Check*" questions but most of the test covers safety and things we already know. There is also additional information about the LAANC system. At the end of the test, you must give them a first and last name for the business card-sized certificate. This proves that you passed the test.

Well, that's it for now, happy building.

**See you at the Field!** ~ **Brian Peterson**

---

### QUARTERLY CLUB MEETING

via ZOOM

**TUES. FEBRUARY 8<sup>TH</sup> at 7pm**

Details to follow....



## Treasurer's Report



Well the storm came, left its mark, and moved on. I received a photo the following morning from Skip Brown who had seen the field and the damage left by the storm. Upon hearing this, several members met at the field to look at the damage, and proceeded to clean up and salvage what they could. See additional report elsewhere in newsletter.

The new year is near and renewals have started to arrive. As of this writing we have 11 members signed up for the 2022 season. I was able to get in some flying recently due to the remarkable weather we had in the earlier in December. Our bank account is stable, and with the new repairs for field damage, we will be putting a small dent in it.

We have some great club members and plans are well under way for having the field ready for use in 2022. So with that said, how about hitting the shop and get those projects ready. HAPPY NEW YEAR TO ALL!

**Happy Landings** ~ Dean Copeland

THANKS  
FREMONT FRONTIER  
FLYERS CLUB!

**TRUST**

The Recreational UAS Safety Test

<https://www.modelaircraft.org/trust>

*Western R/C  
Flyers*

## GET READY FOR IT!

(SPRING DATE TO BE SET SOON)

Western R/C  
Flyers

AMA OMAHA NEBRASKA  
AMA 857

**WWI and Golden Age Fun Fly**  
**2022** MEAD FIELD

All Models this Era\*  
Welcomed!

\*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

## MEAD FIELD WEATHER

<https://www.wunderground.com/dashboard/pws/KNEMEAD16>

UPGRADED STATION



**Aviation Weather Forecast at Wahoo  
Municipal Airport, Nebraska**

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

# 2021 WESTERN FLYERS MEMBERSHIP WRAP UP

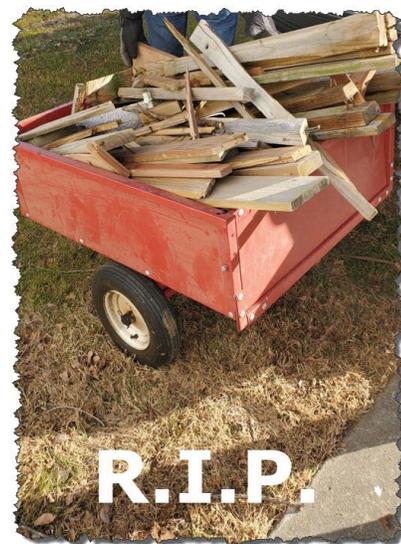
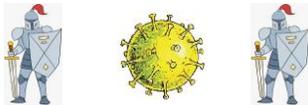
	<u>2021 Members</u>		<u>AMA</u>
1	Jim	Hoff Jr.	858014
2	Mike	Vlcek	101775
3	Marvin	Goldberg	6768
4	Jim	Drawbaugh	1215297
5	Rick	Sessions	105968
6	Brian	Peterson	112922
7	Tim	Peters	41409
8	Loren	Blinde	91210
9	Tim	Ryan	1151475
10	Tom	Wild	129512
11	Larry	Inness	883391
12	Jeff	Jacobs	422320
13	David	Reiber	281
14	Doug	Clemetson	1079758
15	Dean	Copeland	700148
16	Larry	Woscyna	1061039
17	Jack	Barry	741022
18	Dennis	Bender	916241
19	Skip	Brown	90624
20	Jud	Bock	558416
21	Earl	Pollard	865026
22	Richard	Jonas	997091
23	Jim	Henley	816592
24	Don	Pieken	491585
25	Bud	Kilnoski	7572
26	Nelson	Carpenter	5730
27	Harold	Walsh II	716337
28	Jacob	Brown	596446
29	Frank	Trouba	54712

	<u>2021 Members</u>		<u>AMA</u>
30	Jack	Wilhelmi	NA
31	Tom	Floyd	130852
32	Steve	Rasmussen	1086761
33	Michael	Watson	794778
34	Rick	Haineline	445993
35	Rene	Mayo	1038588
36	Bud	Mitchell	747892
37	Mike	Lawver	1010979
38	Dave	Kumm	1080862
39	Scott	Kuhn	509990
40	Dean	Howard	NA
41	Bernie	Baker	928732
42	Curly	Roy	313239
43	Jim	Simonitch	108012
44	Ron	Pacana	96202
45	Bob	Wheeler	775001
46	Skip	Prusha	333250
47	Don	Fiedler	1082603
48	Barry	Rubin	525069
49	Duwayne	Schmelzer	655512
50	Carroll	Jolly	847183
51	David	Wirka	626413
52	Rich	Walker	923881
53	Rick	Miller	5906
54	Jim	Mather	828463
55	Dan	Fitzgerald	1189735
56	Doug	Lichti	239294
57	Luke	Hughes	1137442

Source: Dean Copeland, Treasurer

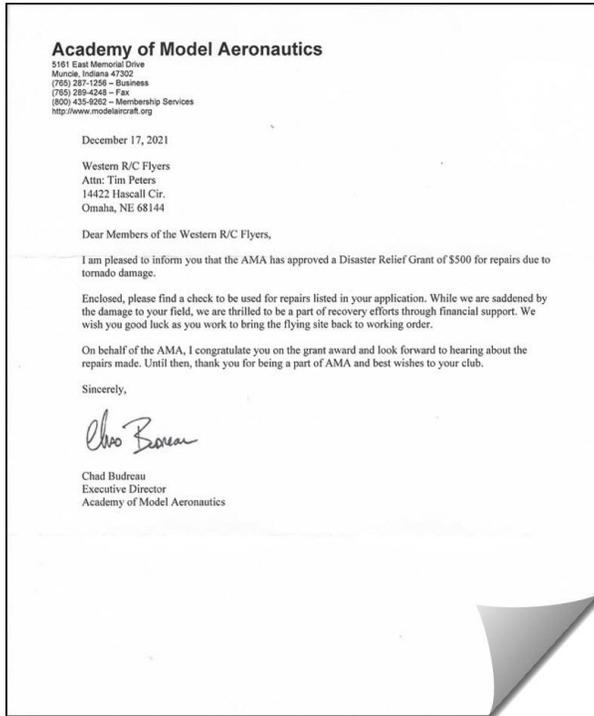
**MEMBER NOTE:** DEAN IS ACCEPTING RENEWALS FOR 2022 WHICH ARE \$35. SEND TO HIS POSTAL ADDRESS ABOVE. INCLUDE YOUR AMA NUMBER AND EMAIL ADDRESS.

**DON'T LET YOUR GUARD DOWN**



# Help from AMA

To help our club with replacement costs for the damage sustained in the December 15<sup>th</sup> storm, The AMA provided a grant amounting to \$500. A check accompanied the letter that **Tim Peters** received.

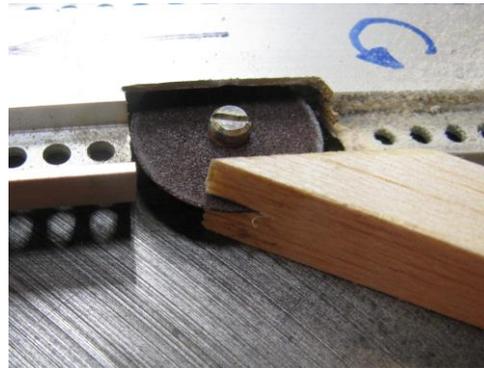


# Splicing Technique

By Tom Wild



When splicing two balsa sticks together, besides using an angle splice, I decided to cut a slit in the wood and add a thin plywood splint.



I had mounted a cheap *Dremel* knock-off, I got from *Mendards*, on a discarded flat bed from a jigsaw to make a mini-router table.



I also plan on knotching the joints on my stick build fuselage. I thought of this after watching Norm on *This Old House* use a fancy biscuit jointer on his cabinet work.

Jud Bock has partially revealed his latest creation in its bare bones. A Canard. It is Jud's own design that we will be seeing at the field before long - or after the winter thaw.



# Commemorative Flight December 7, 2021

With Bernie Baker and Larry Inness

Every December 7<sup>th</sup> you can expect to find Bernie and Larry, along with a few others with warbirds, at our flying field. The purpose is to perform commemorative flights on *Pearl Harbor Day*. This year was the 80<sup>th</sup> anniversary of that infamous day that our country suffered a sneak attack on US soil by Japan. We immediately declared war.

That day the weather was typical cold with a bit of a breeze. Here you see Bernie and Larry with their *P-39 Air Cobras*. The P-39 fought predominantly in the Pacific theatre. Their models were appropriate for the commemorative flights.



# Electric Flying Safety Breaker

By Jud Bock



Several years ago, a company came out with a safety circuit breaker and I bought a couple of them and installed them on my planes. They were made out of my connector of choice, the old reliable "T" connector. Since then, I have installed one on every one of my electric planes, which is all that I fly. As I am frugal in the hobby, I make my own connectors and this article is how I do it.

I just completed a new glider called a "Vagabond", made by the "Old School" model company, and the pictures in this article are of that plane. So, let's start where I do when I am at the point where I need to install the safety breaker.

The plane will now be in a completed state except for the breaker, so you must decide where you should put it. It does take up a little room, so allow for that. On this plane, I opted for close to the nose (see pic 1)



Then, put your female "T" plug (pic 2) on the spot where you are going to install it and outline with your knife where you are going to cut the hole for it. (see pic 3)



Now cut out the hole where the "T" plug will be glued after finished with the wiring. The connector should be able to slip into the hole from the outside with a pretty snug fit as you are going to CA it into place after the wiring.

Next, figure out how long the wires need to be to reach the location of your ESC and cut two of them. Solder them on to the "T" connector, (see pic 4)



Then you can install the "T" connector in the plane. Just push the wires in first and then push the t-connector flush with the surface of the fuselage and using medium CA, glue it in place on the inside of the fuse. if possible.

If you can't get to it from the inside, glue it in place from the outside being careful to not get glue all over your new covering job. You can try thin CA from the outside if your fitting job was snug, and it might be strong enough. You will be pushing the male plug in and out of it, so it needs to be a tight fit. Now locate the black wire on your ESC and cut it in the middle. Fish the two black wires from the installed "T" connector through the fuse. to the ESC. You are going to solder the two wires from the connector to the two halves of the black wire you cut in two on the ESC. (see pic #5 and #6)



Making sure all the wires are insulated well (*I use heat shrink tape*), you can now put it in the plane. I have taken a picture of all the components before you put

Cont. page 6



## Breaker

them in the plane, (Pic 7) They include the ESC, battery, and the safety circuit breaker plug which you will have to make. Simply take a male "T" connector and solder a wire across the two contacts and insulate the soldering job. I had some heat shrink that would fit across the two terminals and it worked well. Or, just put a glob of silicone across the contacts. In Pic. 7 you can see the male plug-in lying on the fuse next to the female plug installed on the plane.



Then, the next time you go to the field, you can install the battery in the plane, plug in the battery and close it up and not worry about when you are going to fly it because the battery isn't active still you plug in the male connector to the female connector. It might seem like a lot of trouble, but it is safer and easier to plug it in just before you fly and unplug it before carrying it back to the bench after flying. Fly safe because these electrics can get you quicker and do major damage than you can say "S---". Believe me, I speak from experience....

One last comment...You can do this with your ready-built foamies ...IF YOU HAVE ROOM.... Most of the smaller ones don't, so you will be doing this only with the bigger pre-built birds. You also need to be a fair solderer with an iron that has lots of amps.... Jud



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



## BRIEF HISTORY OF MEAD ARMY ORDINANCE PLANT



Source: Omaha World Herald 11 Dec 2011

Stacks of 500-pound bombs at the Nebraska Ordnance Plant located at Mead awaiting shipment in 1944. Plant employed 3,000 workers at its peak during the war.

On October 14, 1941 the War Department announced that an ordnance plant would be built near Mead, Nebraska. The plant would take 17,290 acres of land which was being used by farmers. The government contracted with the Firestone Tire and Rubber Company of Akron, Ohio to run the plant. Construction began on January 1, 1942 and operations began on September 10, 1942.

The purpose of the plant was to make bombs in support of the war effort. By the end of World War II the plant had produced over two million bombs. At its peak, the plant employed approximately 3,000 workers.

As we know Mead today, our flying field is adjacent to one of the four "lines" or bomb manufacturing facilities. The land and buildings are currently owned by the University of Nebraska and used for agricultural research. We have been fortunate to be allowed the ground used for our flying field. The club has maintained the field since the mid 1980s.

Jim Drawbaugh at the field Dec 13, 2021 with his Ace '4-20' plane powered by OS 30 and Airtronics gear.



# SPAD XIII Build

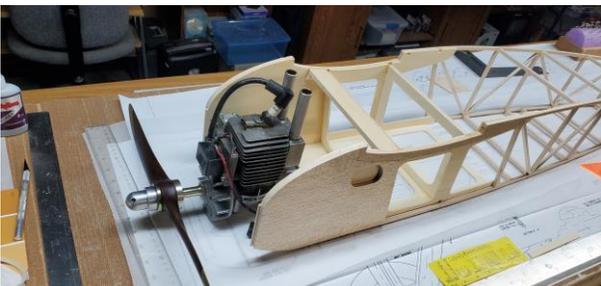
By Nelson Carpenter



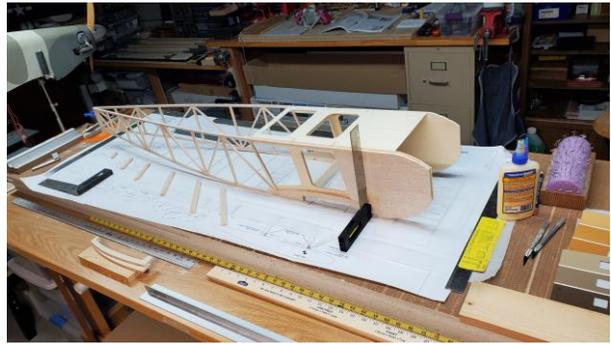
The past month I completed the "tail feathers" and framed the fuselage. Also mated the lower wing to the fuse. Larry Inness is several steps ahead of me with his SPAD. Did I say he is a fast builder? Yes, considering we just started these two SPADs on October 26<sup>th</sup>, 2021 and already he's painting his....

Balsa USA assembled a good kit with the selection of lightweight balsa wood to be used where needed. Such as the tail. Important because there's not much bulk in front of the CG. I'll be using my Zenoah G-38 which weighs 5 lbs. That will help.

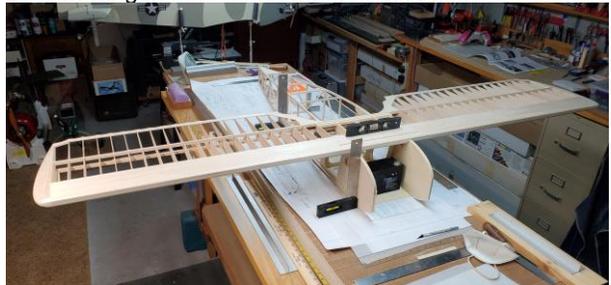
January I will have the cabane and struts completed with the top wing aligned. Fuselage will be completed. Sig Koverall will be used, followed with latex paint in a camo scheme. Larry's to be the same.



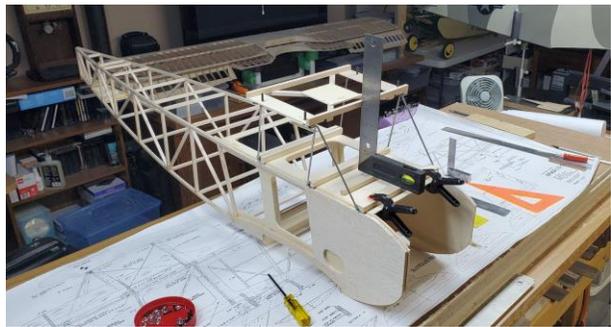
Underside of fuse showing amount of space available for the G-38.



Bottom wing mounted and trued to the fuse.



Wing and fuse squared.



Shown is the building crutch for aligning cabane and the fastening points for the top wing.



Temporary rigging jig for cabane.



# Message from Missouri

From Dave Kelly



Well.... Christmas has come and gone. Ours was excellent. In fact, I had to mow grass a week prior. Very mild winter here. 50/70's. Our local club is hosting a *Freeze Fly*, January 1. Pot luck lunch and first day to fly of the New Year. Should be fun.

Five days prior to Christmas I had rotator cuff repaired. So, I'm in a sling for next 3 mos. not to sure what my building season will look like. But I'm sure I'll get something done.

A good friend sent me a *DJI* Drone. With 4K gimbal for pics and videos. I'm learning the ins and outs of FPV flying now. You clip your smart phone to top of controller, then use an app to set it up and fly. Likewise, the phone screen becomes the FPV screen as well. Fun!

I wish everybody a safe and healthy 22. Come visit sometime!



It's far from over folks.....

## FLASHBACK JANUARY 2012



At the club's January 2012 meeting that included a Show n' Tell; Jim Henley brought a *Pica* 1/5 scale *Waco YMF* he had been building for several months. With a *SISA 30cc* gas motor it was to weigh approximately 20 pounds. Jim covered it with *Solartex*. The aircraft had eight servos, and operating navigational and landing lights. Designed into the *Waco* by Jim were several access hatches to the servos, radio, and fuel loading area.

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





## Western R/C Flyers Event Schedule\*

\*Posted on **Metro Area RC Flying** website calendar.  
[http://www.metrorcflying.com/metro\\_schedule.htm](http://www.metrorcflying.com/metro_schedule.htm)



### Western R/C Flyers Inc.

### Membership Renewal and Application 2022

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

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

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

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

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

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

**2022 Dues: \$35.00** (Renewals due by **April 1st**)

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

### Checks Payable to: Western R/C Flyers

Complete this form (new applicants only); Current members send payment and include AMA number. Applicants provide AMA number, postal address, and email address.

send to:

WRCF Treasurer    Dean Copeland    15668 Fountain Hills Dr.    Omaha, Nebraska 68118