



OMAHA, NEBRASKA  
AMA 857

## TALESPIN NEWSLETTER MARCH 2022

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### A Word from the President



Whether it's the job or the hobby or maybe a household project, I've learned not to be too delighted when something goes my way. I have learned that 'my next dose of humility is just around the corner'. So, it is with my latest 'crazy-a\$\$' project:

A *Flite Test F35* electric VTOL jet created by Nicolas Rehm, <https://www.flitetest.com/articles/free-plans-code-to-build-your-own-f-35-vtol>. He describes it as 'An Insane Hovering RC Jet'. Well, he got the 'Insane' part right! The plane uses 5 servos controlling two ailerons, two horizontal tail surfaces, and a tilt mechanism for the front motor.

Each aileron acts as a receptacle for an electric motor, so along with the front motor there are a total of three, each with a 3-blade drone prop. Depending on which of three flight modes are selected, the ailerons can drop into three different positions: hover, transition or forward flight. All flight modes are stabilized by a 'TEENSY' flight controller along with an IMU (*inertial measurement unit*) and programming supplied by Mr. Rehm.

Now for the 'Insane' part. First problem was that the motors didn't act like they were spinning right. I burned up one esc contained within a 4-in-1 esc device. The tell-tale 'puff of smoke' along with a 'snapping noise' provided visual and auditory clues that something might be wrong...duh. I tried using individual controllers but had similar problems, so I shut things down before doing any more esc damage. Hmmm....seems that the screws mounting the motors to the ailerons were too long and rubbed against the motor windings. So, the motors were being restricted



from running full-speed. Some washers for spacing fixed that problem. The second problem arrived when I tried to lift off into a hover. The nose motor would overpower the other two rear-mounted motors and try to lift the nose into a vertical position. Mr. Rehm had been very responsive about answering my questions and making suggestions. I truly tried his patience this



Cont. page 2

time.... further analysis revealed that one of the two rear motors was spinning backwards....duh. Once I corrected that problem, the front motor no longer was the alpha dog. So, I gave it full power from the 1500 mAh 3S 35C battery. It became light on the skids, but did not have enough power to take off. Changed to a similar pack, this time 4s and 100c. Still no joy. I'd like to say that *'another one bites the dust'*, but it never got airborne to begin with....so....it just bites. And of course, yet another dose of humility.

Come out and fly! ~ Tim Peters

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## From the V.P.



When I joined the *Western R/C Flyers Club* a couple years ago, a long, long, long time member asked me if I used my index fingers with thumbs to fly because, as he put it, *"That's how it should be done"*. When I told him I was a thumb only flyer, he remarked that I was going to have to move to the south end of the field where the rebels hang out. I've always liked being a rebel. I was reminded of this conversation after I recently read an article in one of our model magazines where an accomplished flyer was convinced to change his *"transmitter posture"* from controlling the sticks with his thumbs to using both his index fingers and thumbs. Apparently, he liked it so much that he said he would never go back to the old way. That got me thinking about my stick control. I've been a thumb guy since I started flying but see more people using the finger/thumb method, especially the younger

See you at the Field! ~ Brian Peterson

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### CLUB MEETING

via ZOOM  
TUES. March 8<sup>TH</sup> at 7pm  
Details to follow....



## Treasurer's Report



We now have 34 paid up members for the 2022 season. The club has received a total of \$2,435.00 in donations for repairs of field equipment damaged in the storm a few months back. Thanks to those that volunteered to rebuild all the tables, benches and startup stands, some of which have already been completed. For those that have bought materials please send to me receipts for reimbursement.

The cold weather and never-ending wind sure have put a damper on flying, however building new and repairing existing will take care of the extra time you have. Until next month this is your treasurer signing off.

Happy Landings ~ Dean Copeland

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## Aviation Weather Forecast at Wahoo Municipal Airport, Nebraska

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

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**GOOD AVIATION THEME MOVIE**

**Into the White**

★★★★☆ (760) 7.2 1 h 44 min 2013 R

Watch again More purchase options

prime Included with Prime

APRIL 27, 1940 - After crash-landing in the mountainous wilderness of Norway, the crews of two enemy fighter planes - German and British - seek refuge in an isolated cabin, and must work together to survive.

<https://westernrcflyers.org>

**PEARL HARBOR DAY DECEMBER 7TH 2021 COMMEMORATIVE FLIGHT**

WELL YOURS GOT IN THE AIR, AND MIND DIDN'T.....

I WOULD RATHER IT HAD STAYED IN THE AIR.....

**TRUST**  
The Recreational UAS Safety Test

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



**WESTERN R/C FLYERS  
WELCOMES YOU TO  
THE PHOENIX FUN FLY**

A CELEBRATION OF RECOVERY AND TEAMWORK

**TENTATIVE DATE  
APRIL 16, 2022  
MEAD NEBRASKA**

THE MEMBERS OF THE WESTERN R/C FLYERS WOULD LIKE TO THANK ALL WHO DONATED MONEY AND/OR TIME FOR THE REBUILDING OF FIELD EQUIPMENT AFTER LAST WINTERS TORNADO. YOUR KINDNESS AND GENEROSITY IS GREATLY APPRECIATED.

NO RESTRICTIONS ON TYPE OR SIZE OF AIRCRAFT. BRING YOUR NEWEST CREATION OR YOUR OLDEST WORK OF ART. AMA AND FAA RULES ARE IN EFFECT. THERE WILL BE NO RAIN DAY IF WEATHER DOES NOT COOPERATE. PLEASE SEE THE WEBSITE FOR UPDATES.

**WESTERNRCFLYERS.ORG**



**GET READY FOR IT!**

MARK YOUR CALENDARS - **21 MAY 2022**

Western R/C Flyers



**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



# Western R/C Flyers Zoom Meeting Minutes – 7pm, Tuesday, 2/8/2022 - 9 members were in attendance

## Agenda

### 1. Officer Reports.

**Tim Peters - The May and August meetings will be held at the field.**

### 2. Western R/C Flyers Web Site: <https://westernrcflyers.org/>

Current Website Administrators: Dan Fitzgerald, Brian Peterson, and Tim Peters.

**Tim Peters - Dan Fitzgerald has done a great job administrating our new website. I would also like to invite the Fremont Frontier Flyers to post their events on our website.**

Thank you to Dean Copeland for subsidizing (2) years of website fees.

All members should already have accounts that allow access to the website.

Do you use the Omahawks web site? Then use your existing username and password. You should be able to switch between Omahawks and Western Flyers as your home page. If your password does not work, ask a WRCF administrator to reset it.

Assuming you are not using the Omahawks web site, try to log in to the WRCF website using your email address. Request a password change. Turnaround time should be a day or so.

If you cannot log into the website, ask an administrator to intervene for you.

Dues - Should we allow online payment using PayPal? PayPal gets \$\$ for doing this.

**Dean Copeland - I have no problem with allowing members to pay their dues this way. A couple of members said we should leave things the way they are to reduce Dean's workload. It was decided to shelve this until the next club meeting.**

### 3. Online storage for photos and club documents \$20 for 100 GB storage for one year.

Tim Ryan and Dean Copeland agreed that this is a good idea. Dean also said this would allow him too backup all of the records he now keeps on Excel spreadsheets. Mike Lawver thought we should keep backup hard copies of all documents in a safe deposit box. The decision to purchase cloud storage via Google One was voted on and approved. Google One allows up to 5 administrators with access to the content.

### 4. Storm Damage from 12/15/2021 storm

A. Cash Contributions: Dean Copeland, AMA, Fremont Frontier Flyers, Bob Boumstein, David Wirka, Tom Floyd, Jim Henley, and Dean Howard.

**Reconstruction contributions total \$2,435 - Thank you so much to all our great members who have, and continue to, contribute their time, talent and/or treasure.**

B. Outcome of 1/11/2022 officer meeting.

Field manager - Mike Lawver has volunteered to help with mower maintenance and making sure that fuel is available.

**Volunteers are needed to assist with mowing. Check with Nelson.**

**We need a 'fencing team' to help out with fence installation. Sometime in March.**

Brian is pricing materials. Doug Clementson has provided estimates for building plane stands.

Mike Lawver is getting estimates for material quantities (# of posts, amount of fencing needed)

## Meeting Minutes Cont.

Mike Lawver shared his drawings for proposed fence replacement. This led to much discussion regarding expansion of the flight-line, and its placement along the north-south axis of the existing line. Also, the question of the number and size of runway access openings was discussed, and the discussion continued via emails over the next several days. Mike Lawver mapped out an extended fence line with flags and Tim Peters invited members to stop by the field to see what the extended fence line would look like so we could meet again in March to finalize the fence project plan.

UNL personnel and equipment to help with removal/installation of posts

- C. Various members are building airplane stands. Brian to enlarge 'stock' plans to accommodate larger aircraft. Need those who have offered to build stands to re-verify what you are volunteering to product.

Confirmed:

Tim Ryan (Fremont Frontier Flyers): (2) airplane stands

Brian Peterson: (2) airplane stands

Jack Barry: (2) stands or tables

Doug Clementson will build (2) stands or tables

Jim Drawbaugh will build whatever needed, also will provide 4X8 trailer for transport from Omaha to field as needed.

**Dean Copeland will contact Jim Drawbaugh and ask him to build 2 starting stands.**

Any others who wish to volunteer to build stands???

**We should have at least 8 starting stands, and 2 assembly tables with current commitments. Tim Peters asked that the builders submit receipts for the materials used for reimbursement.**

Brian Peterson found some clever in-ground anchors we could use to secure the tables and prevent future wind damage. A vote was taken on whether or not to purchase the anchors, and passed. Brian Peterson will order 12 of the anchors.

Mike Lawver said the picnic tables look to be repairable and he would see to that.

**Our goal is to have the fence replaced, all the stands & tables built and in place in time for our April Phoenix Fun Fly.**

- D. Club events for 2022

Discuss whether to charge for events, and if so, how much - **We will discuss this in March**

Tim Peters asked for volunteers to lead the following events:

- A. Phoenix Fun Fly (April 16) - **Tim Peters volunteered to lead**
- B. WW I/Golden Age (May 21) - **Nelson Carpenter volunteered to lead**

## Meeting Minutes Cont.

- C. Club Fun Fly (June 18) - Mike Lawver volunteered to lead
- D. Old Times / Gliders (July 16) - Leader still needed
- E. Bud Hall (Aug 20) - Tim Peters volunteered to lead
- F. Fall Fun Fly (Sep 17) - Tim Ryan volunteered to lead

- Miscellaneous items from attendees.

Mike Lawver - He has completed repairs and maintenance to the large mower. This included a new right-angle gearbox, deck straightened, blades sharpened, engine and transmission oil replaced. It should be ready for another season, although it could still use a new seat. Mike was able to find the replacement gearbox at a fraction of the original cost. Tim Peters asked Mike to submit his receipts for reimbursement. Mike also said he would look into getting the club set up on account with a diesel fuel vendor in Wahoo.

Tim Ryan - He would like to see new signs to direct visitors to the field for events. Tim suggested the possibility of using some sawhorse apparatus instead of trying to pound signs into very hard ground, and he volunteered to look into this.

# Replacement Benches

Mead Field - Seven. That's the current number of starting stands and tables now at the field taking the place of those destroyed by last year's storm. Club volunteers were able to build these stands in quick order. Jack Barry and Doug Clemetson each built two that were delivered to the field a few weeks ago. Doug did a field repair to a stand that had survived with minimal damage. Also, Jim Drawbaugh built two square assembly tables.

Brian Peterson has his two hybrid starting stands finished and soon will be taken to the field. They were designed and built to handle large aircraft. Fremont Frontier Flyers will each build two more stands. That will take us back to pre-storm numbers with eight new starting stands and two tables. But we end up with an extra stand that was repaired.

Further from Brian: "I've just about finished two, extra-large starting stands, complete with the experimental "Peterson Projectile Preventer", attached to the bottoms of the stands. Anchors will be screwed into the ground and the cables will be attached to them to prevent the stands from blowing over. I did not build these with a reclining option for certain flyers to lounge/rest while flying, but after testing of the Projectile Preventer is complete, this modification can be discussed if needed. I should be able to deliver these in early March."

Doug about to deliver two benches.



One of the two tables built by Jim Drawbaugh.



Jack's stands ready for use at the field.



The hybrids that Brian finished.



Cable attaches to a screw anchor in the ground.



Doug's two stands sporting new Daytona 500 tires.



## Western RC Flyers Founder

James "Jim" Phillips 1933 – 2022



Springfield Sept 2007

Jim was one of several *Western Electric* employees that formed the club we have today – *Western RC Flyers*. Some of us old timers remember Jim well. He flew as a member of our club often, and in many of our events. Jim was also one of the original members of our club's IMAA chapter – the *284<sup>th</sup> Aero Squadron*. For years, Jim performed as a show pilot at the *Byron Aviation Expo* held in Ida Grove, Iowa. He flew an *F4U Corsair* most of the time in the show. An Air Force veteran, Jim was a well-known RC modeler and flyer. Friend to all who met him.

Nelson



## MEAD FIELD WEATHER

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

UPGRADED STATION



<https://westernrcflyers.org>

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





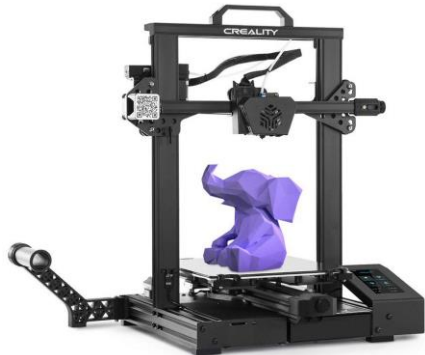
# 3Ding a Control Horn

By **Tim Peters**

[tpetersrc@gmail.com](mailto:tpetersrc@gmail.com)



I have been interested in 3-D printing. Prices of the hardware to do this have come down but I did not want to invest in anything without trying out the process first. Fortunately, the *Do Space* facility located at 72<sup>nd</sup> and Dodge here in Omaha has the equipment to try out. You need to be a member (*free*) and reserve a time slot. In December I made an appointment and went to check things out. They hold classes where you can learn about the process but (*as I usually do*) I had to 'wing it'.



Disclaimer: Tim did not create the elephant.

I reserved a 4-hour window and checked in with a technology clerk who gave me some brief instructions and provided a spool of printer line (*similar to 'weed wacker' cable*). You do get charged by the amount of line used but the cost is reasonable. I sat down in front of the printer station and read the '*quick user guide*' to get started. From home I downloaded a compatible plan file with the simplest possible R/C item: a control horn. It took me about an hour to get things going. The printer needs to warm up and you have to manually thread the cable into the feed. Once I figured that out, I uploaded the printer file from my portable usb stick and started the process.

It turns out that it was easy to create the control horn, but it took an excruciating amount of time, like about 1.5 hours to produce the small item. Upon completion I shut things down according to the guide, retrieved my control horn, removed the spool and

returned it to the help desk. They weigh the spool before and after to determine usage. In my case the amount of plastic used was minimal and my charge was \$0.10. I was feeling pretty smug about having done this until I realized that the control horn was only one '*thread*' thick and was far too fragile to be of any use. I now know that you can control the thickness as part of the print software so I will be aware of that next time. I had a good time trying things out and have a new appreciation for the time (*and patience!*) it takes to 3-D print anything of size.

*Do Space* will do custom print jobs using a larger higher-capacity unit where you drop of the '*plan*' and they do the process as time permits. Something to think about if you have a specialized R/C item and can produce the required plan file.

# Steamboat Snow Flying

By **Jim Hoff**

[jandphoff@zirkel.us](mailto:jandphoff@zirkel.us)



The *4 Star 60* flies almost the same with floats as with wheels, just a little more sluggish. The *Hog Bipe* I need to do some tuning, maybe the angle of the floats with the centerline, CG is OK. It flies OK for mild maneuvers but if you give it much up elevator, it does as wicked an accidental snap roll as I have seen. With wheels it will snap roll if given a LOT of UP. I have used Skis on planes in the past but I like the floats much better. Hope to see the guys Apr.16.

Jim



# B-26 "Bucket of Bolts"

by David Kelly

[dkmidwest@hotmail.com](mailto:dkmidwest@hotmail.com)



Good progress this last month on my big bomber project. I've finished the gear mounts. They are cut from straight grain hardwood (hickory) to the dimensions of 3/4" X 2" X 8". I had to relieve/grove several areas for all the button heads on the gear side plates. Once satisfied with those I used scale measurements from three views to find center of wheel location in the extended position, and blocked up the mounts and gear to hold it in that location. I tacked them in place with CA, so I could drill two pilot holes into each for hex head metal screws that would not only serve to align the blocks again but also a way to suck them into the plywood side walls while the heavy-duty epoxy cured. All looked ok so I mixed up Loctite Hysol 9462 Epoxy and held them in place with awls until I could get the 1/4 hex head sheet metal screws inserted and tightened up with a nut driver. I then cut the end of screws off so as not to interfere with gear sides. The gear slide in and out very nice and the large hickory mounts with eight mounting bolts and blind nuts have made for a very strong installation.

<https://youtube.com/shorts/xAt0e6fCJnQ?feature=share>

With those done, I moved on to getting the carbon gear door frame glassed in. I used blue masking tape, PIC epoxy and 3 oz. cloth. I overlapped the glass slightly onto the blue tape, then onto the carbon door frame. Once set up you can simply lift the blue tape up and fold it back against the balsa and it breaks free fairly clean. Sand lightly and it makes a nice clean line.

Door installation took some time. Adding blocks for hinge supports, and getting proper alignments for doors to operate freely. There is no plans or engineering drawings for gear and door installation, so..... try and try again until you have it. I got into some old bags of hardware, and armed with previous experience with Byron techniques I fashioned a torque rod that is servo driven to open and close the gear well doors. Once satisfied I finished inner wheel well floors, glass on spars, and primed.

The gear and wheels are a lot of weight. I have some concern about the gear motor being able to lift it into wheel well and not hit the resistance percentage shut off on gear controller. I have visited with Jerry Bates and he thinks I should be ok. So, press on I will. B-26 main gear are a bit unusual. Nose gear is as well, but that's for later discussion. If you concentrate on the main gear center point or axel location, you will notice the center travels in a near vertical movement for about the first....

...80% of its extension, or if retracting last 80%. Here are short test videos of gear.

<https://youtube.com/shorts/-1vtb4ogmgI?feature=share>

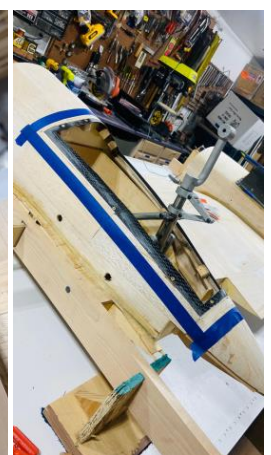
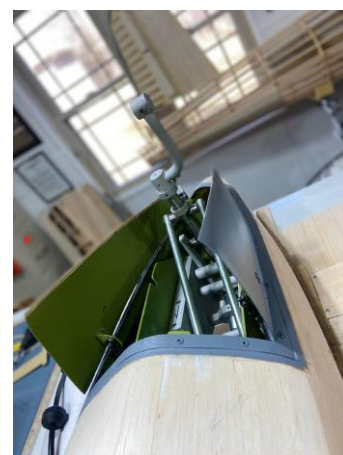
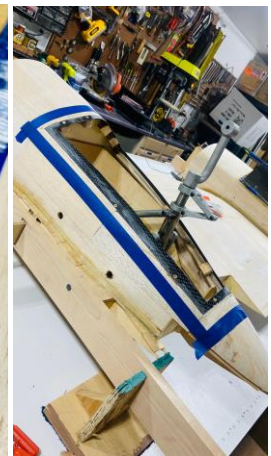
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<https://youtu.be/AyvieRkr3aQ>

<https://youtube.com/shorts/ONmXD0INqfs?feature=share>

The local club here are a bunch of fun guys. I'm yet to meet another scale guy so I'm a little isolated in that way. Another thing I have built this month is build a .60 size sport plane. It should fit in well. I'll give a single "carrot" until I get the graphics on it. So next month I should have more pics and video of a test flight!!

Gold Star ★ to first to guess what airplane it is. You can via email. Also, I just took a quick look at the gear videos. I see near 2K hits/views on it already. Good grief, it's only been 12 hrs!



Western R/C  
Flyers



## ¼ SPAD XIII Build - Part 4

By Nelson Carpenter

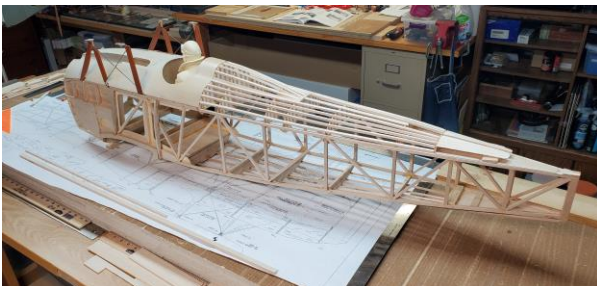
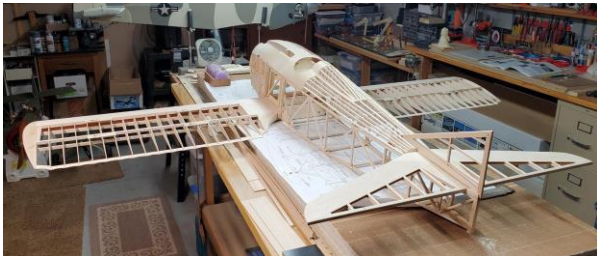
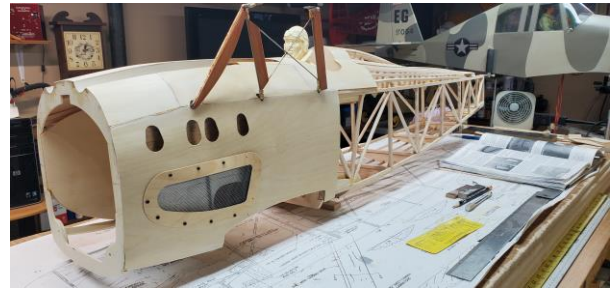
[J3flyah@gmail.com](mailto:J3flyah@gmail.com)



This is a *Balsa USA* ¼ scale *SPAD XIII* being built. At this time, I'm running out of parts in the box. So I must be close to completion. Page 87 of the 110 page instruction book is where I am at.

The airframe, including wings and tail, are built. Plywood sheeting forward of the cockpit finished too. The cowl is made joining layers of "rings" that have been tapered and shaped. My guns were made from ¾" PVC tubing. Photos show some of the steps I took in February.

This month I will mount the *DLE 35*. Covering with *Sig Koverall* will be completed. Latex paint will be used for the camo scheme.



Western R/C  
Flyers



## Western R/C Flyers Event Schedule\*

\*Western RC Flyers calendar: <https://westernrcflyers.org/a/szz/r/rc/calendar>

\*Metro Area RC Flying 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**