



OMAHA NEBRASKA  
AMA 857

## TAILSPIN NEWSLETTER

September 2019

**President: Rick Miller**

Phone: 402-624-2530 email: [millerick7@gmail.com](mailto:millerick7@gmail.com)

**Vice President: Rick Haneline**

Phone: 402-321-7577 email: [rickh55@msn.com](mailto:rickh55@msn.com)

**Field Maintenance: Loren Blinde**

Phone: 402-416-0855 email: [lblinde@neb.rr.com](mailto:lblinde@neb.rr.com)

**Treasurer: Dean Copeland** email: [dcopeland937@centurylink.net](mailto:dcopeland937@centurylink.net)

Address: 15668 Fountain Drive, Omaha 68118 Phone: 402-334-2787

**Secretary: Tim Ryan**

Phone: 402-943-6731 email: [old43school@outlook.com](mailto:old43school@outlook.com)

**Tailspin Editor: Nelson Carpenter**

Phone: 402-709-3651 email: [J3flyah@gmail.com](mailto:J3flyah@gmail.com)

### A Word from the President



I enjoyed visiting with you all at the Bud Hall event. Thanks for showing up even though the strong winds kept most of us on the ground. We all enjoyed seeing each other despite that. Understand there will be lots of photos of the event in this newsletter.

We don't have any scheduled events left on the calendar. Although there are plans to get the *Old Timers/EP Gliders Fun Flys* back starting this month. Those have been a lot of fun.

Be sure to contact Rick Haneline if you are able to help with painting of the storage building. We really need to get that done, as we told the ARDC it would be.

**Let's go fly!**

**~ Rick Miller**

### Meetings: TBD



### Vice-President's Corner



We had a pretty good turnout for the Bud Hall Fun Fly despite the windy conditions. I had two planes to maiden. So with the wind the way it was, I didn't fly. There were several brave pilots who did.

Omaha has their big Labor Day Air Show so I hope we have good weather. I'm not sure what Nelson is planning, but I expect to see a picture or two he took in this newsletter. If he puts them in, you will have to admit he had a good subject. That's about all for now, get out and do some flying.

**Go out and Fly!**

**~ Rick Haneline**



## Treasurer's Report



No activity this month other than the monthly charge for the port-a-potty. I enjoyed the Bud Hall Event, and seeing you all there.

See you all at the field.

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>



**Come on out and fly!!**



**PROTECT YOURSELVES! COVER UP  
AND/OR SPRAY.**

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AMA OMAHA NEBRASKA AMA 857

**31st Annual Bud Hall**  
**Large RC Airplane Fun Fly\*\***

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

**Mead Field\* Saturday Aug 24th**

FLYER FEES \$10  
 Includes lunch & soda

Non-Flyer Lunch \$5

Rain date 25th

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.

\*\*Non-scale airplanes allowed.

## - Things Going On -

by Nelson Carpenter



Winds 20 mph and gusting to 25 mph, but it was a good day for thirty of us to gather at Mead for the annual Bud Hall *Large Airplane Fun Fly* on Saturday the 24<sup>th</sup> of August.

Registered pilots numbered 20 of which perhaps 4 attempted flights and completed them without broken airplanes. There were some hard landings that weren't exactly down the center line, but no pieces of airplanes to pick up. Did I mention that it was a crosswind directly out of the east? See windsocks and flag in some of the photos below.

We had just enough rain at Mead this year for the lawn to take hold and stay healthy this summer. Usually about now, mowing slows down and there's no need to do it every week. Not yet the case this year. But that's okay, the condition of the field has been great for our airplanes.

Next up for our club to tackle is the painting of the storage building. The ARDC folks have asked us to take care of it as the building needs it badly. It has been 10 years (photo) since we last painted it. If you are skilled or not skilled with a paint brush, get ahold of **Rick Haneline** who is ram-rodging this effort.



## SAID AT THE BUD HALL



We've slipped up this summer. Our monthly "*Old Timers/EP Glider Fun Flies*" have only happened once this year. Many excuses can be offered up, but looking ahead, one will be held in September. Also, we will do some more in the remaining months of this flying season. Meantime, dust off those airplanes and turn the motors over if not electric powered.

Again, thanks to each of you for keeping the field clean and picked up. That really matters as the ADRC staff drive by and see that we care about maintaining the field. Those friendly waves to the workers on their tractors go a long way too. We've been there since the mid-80s and hopefully this club can be there another 30 years or better.



That brings up the "*generation gap*" that our hobby has been faced with for a good while. Look around. We are not "*spring chickens*" (well I'm not...) out there flying our airplanes. Talk is easy, we need to get the younger generations interested and involved with the hobby. The *Omahawks* are to be congratulated for doing something about it with their recruitments as well as intro flights and training nights.



# Stuff You Probably Already Know.....

Submitted by Tim Peters



Forgive me for being a little nostalgic this month. I'm including a photo of me and my dad (Jerry Peters) from a Carl Goldberg "Falcon Tournament" held at the Council Bluffs Cobras Field sometime in the mid 1970's.

As a kid, my dad wanted me to fly model airplanes but I never had the attention span needed to finish building a balsa kit. He persisted and we finally did start building and flying radio control models. He was a much better craftsman than I, I guess I didn't inherit that gene. But we still had a lot of fun flying together even though we lived about 700 miles apart. Before Dad passed away about 30 years ago, he started building a Sig Cub, but never got to finish it. I pulled it out of storage in my shed and am in the process of finishing it. See the photos. It will get covered in metallic green and transparent yellow Monokote, power by an OS .40 LA.

Dad also completed, flew (and apparently crashed once-or-twice) a Midwest Products "Sweet and Low Stick." I got it out of storage, fixed a few things and installed a Tower .40 motor and electronics. It flies pretty well—apparently, he had a 'less-than-perfect' landing that split the fuselage aft of the wing. Also, must have run out of metallic green Monokote and patched it up with the yellow you see in the photo. I didn't have the heart to recover that area so I left it alone.

The last project is a 108" span Dellaire Sportster Old-Timer plane. It has an OS .48 4-Stroke motor and Futaba radio. This plane has a two-piece wing and flies very well on a light breeze; it is a very gentle flier. I was very frustrated with the plans and had to redo some mistakes I made along the way.

So much from me....so what have you been up to lately?



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# Tailspin Archives

## September 2009

### Update: Bob Burt's Aeronca Champ

After nearly a three year building effort, the 1/3 scale model is basically finished. Lately **Bob Burt** has been tweaking the ship, and breaking in the engine mounted on it. He wants to be certain it is 100 percent ready for the maiden flight which should happen soon.

In Bob's words: *"Last Saturday at Mead, I messed with the engine for over an hour without success. Finally Bud Mitchell got it started. Found out fuel line was loose on tank tube. Put clamps on the tube and fired her up. It was running good so I started taxiing up and down the runway. Several times we were at takeoff speed, but I aborted each time. Taxied back in and found a few problems to correct. Guy wire on stabilizer came loose, and lost one bolt on right rear strut. Sunday I made repairs and bored out opening on muffler to see if I can get more RPM and cool the engine better. I'm still running it without the cowl until I am happy with the engine and exhaust."*



Photo credit: Dino DiGiorgio

Dave Kelly's massive RC *Flying Fortress* lining up for a daytime low-level bombing run somewhere over Germany. Camera was mounted high on the tail of this model to provide a realistic look.

**EMERGENCY PROCEDURES**

Be calm & composed  
Assess the situation

Non-Critical

Critical Or Don't know

Call 911  
Use Cellphone

Describe Location: Turn East after 3.7 miles south of Highway 92 on 78F. Follow road, turn south at tank, field is east of the building.

Describe Emergency:  
As succinct as possible but don't leave out important details. Answer all questions asked.

Coleman Physicians Clinic  
402-443-3434

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# Bud Hall 2019 Fun Fly

Submitted by Nelson Carpenter



In one word “windy” describes the day at the Bud Hall on August 24<sup>th</sup>. Most of the fun fly it was 20 with gusts to 25 directly out of the east. The few who flew were challenged with their landings. But no crashes, just hard landings.

The criteria for the Bud Hall was 80” minimum mono-wing, and 60” multi-wing, or true ¼ scale. Twenty pilots registered for the day, with at least that many large scale airplanes. Another twelve or so spectators were present. The strong winds kept many away. Those of us attending who didn’t fly, displayed our airplanes and did a lot of visiting. The few who flew, entertained us with some scares.

Following are just a few photos of the day at Mead. The strong winds are evident with the two windsocks and flag.



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*Bud Hall 2019 Fun Fly Cont.*



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*Bud Hall 2019 Fun Fly Cont.*



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# Candid Bud Hall Clips

Submitted by Joe Vidcam

These images (actually clips from videos) were taken at the Bud Hall event. I wanted to share these with everyone.



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*Candid Bud Hall Pics Cont.*



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# "You Never Know What's Just Around the Corner"

By David Kelly



After returning from NAMFI, my brother Larry (*Ooden*) came to visit. During his visit we set up an engine test stand and made some much needed adjustments to a couple engines on my B-17. This had proved difficult in the past because the model needed to be fully assembled to make the tests. But now I was able to remove an engine, and with extensions make tests and adjustments with the airplane still on its carts unassembled, and the engine on a stand. In the past good friends like **Jim Henley**, **Dean Copeland**, and **Jack Wilhelmi** sacrificed their time to come and help. For that I'm am very appreciative. I needed a way to do this with minimum pressure on friends. Although they never complained and were always very willing to drop things and come over. **Jim Henley**, you will be glad to know the engine adjustments made a huge difference. While I had engines exposed, I also exchanged all the vibration dampeners out for new ones. Very smooth idles now.

For the weekend of 24 August, I wanted to go to our "Ozark" camp. Get away, and ride motorcycles and fish and in general hang out with my beautiful bride. On Wednesday I asked **Renae** if we were going to be able to go. She and our daughters had events they needed to attend so.....I now needed to punt..... not only was it the weekend of *Western Flyers* fun fly but I had heard also of an event in Ankeny IA. So I looked it up, and it promised three days of full scale acts, many of which I had not seen. Also RC pilots, both jets and props would have areas to fly at as well. I had the *Belle* all prepped so I took the chance, and Thursday morn headed for Ankeny IA., on little more than a whim.

Upon arrival I was not sure of how or if this was going to work out. Ankeny airport taxi ways and runways were in close proximity for the *Belle's* typical flight path. They would remain active up until the TFR (*temporary flight restriction*) of full the scale show every day. Also the small area for pitting was not without its pressure as well. The Pit boss informed me that once I was unloaded, the trailer and vehicle needed to relocate to the camping area. I typically rely on my trailer for support of *Belle*. Looking around at the situation I thought about quietly leaving.....come home and go to our fun fly event. But then I heard a sound I had not heard in quite sometime..... 300 hp or more and a constant speed prop.....ripping through the air. Overhead was an *Extra 300* .....

or was it a..... Into an overhead approach and landed, but I was still not sure of aircraft type. Cool I thought. So I walked around. Several quality airplanes under the awnings. Friendly people all saying hello. I crossed the concrete runway to grass. I looked it all over. No ruts or holes. *Belle's* 8" wheels would handle it. That's when I noticed an area holding some run off water. It was concrete. Then it dawned on me it was the hills and pond from the "Striking Back" show made famous by **Byron Godberson**, owner of *Byron Originals* model airplanes. I had been a part of that way back when, but did not make the move with the show to Ankeny. I started thinking well maybe this might work if I fly a pattern like this....or that. Then I could hear an approaching round engine. A 450 *Pratt and Whitney*, I was sure, because of the sound the prop tip speed makes. Soon I could see four smoke trails pop into the blue sky in a tight diamond formation. They entered the pattern with a military overhead approach, individual pitch up and all four landed in appropriate sequence. *Aero Shell Team* in their T-6's. That did it, I started unpacking everything I could to support *Belle* without my trailer. Forecasts were in my favor of no need to break it down and load it back up each night. That night there was a meet and greet for full scale and RC pilots to meet. A taco bar and drinks, paddock side of a local horse track and casino. Cool!

What followed the next day, Friday, was a short flight around noon. But the right main gear didn't retract so I selected gear down, made a few passes, and landed. Turned out I pinched a line when I tightened a wing bolt. Subsequent flights, gear all worked well. Friday all fields were busy. My *Belle* took up more airspace and the prop boss coordinated with the jet boss and they cleared all airspace for the B-17 to fly. I only modified my pattern to remain clear of active airport taxi ways and runways. When the TFR went into effect around 5 pm, everyone called it a day and went up to the VIP hanger for the shows. Wow! Even after dark they had great acts to keep it going till 10:30. Pyro and rock and roll. Very very entertaining!!! My head finally hit my pillow around 11 PM.

Saturday was more of the same but TFR went into effect much earlier in the day. Public attendance was excellent all days. So much so they plan on doing it next year as well. A banquet was held Saturday night. The full scale

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## You Never Know Cont.

teams all picked, based on their opinion, a winner for best RC jet and best RC prop. I was humbled to have both **Skip Stewart** and **Kyle Franklin** award the *Memphis Belle* for best RC prop. By end of banquet day and night, I was so tired! I was all packed up and ready to go home. But, **Renae** in a phone call cautioned me. So... I stayed the night in my trailer again.

I woke around 6:30 and thought I should get on the road. But that little voice said get some more rest, no hurry. So I napped till 8ish. I drove through the gates and filled my tank with gas ready to hit the road..... I sipped my coffee in the parking lot taking in the cool air and mist of the morn. I saw a new friend wave to me as he went through the gates towards the event. I thought what the heck, I'll go say good bye to those still there before I get on the road. What happened over the next hour was amazing and I truly consider myself blessed. As I walked the ramp the *Aero Shell Team* called out and said good morning. I stopped to visit, since the day prior one of them had visited with me about the B-17. He was type rated in the aircraft and is one of a few qualified to train others in the B-17's. A short story later, I was then invited to sit back seat in one of the *T-6 Aero Shell* aircraft for their morning warm up. I road with Brian, and experienced tight formation loops, rolls, and more. Also they flew their typical diamond formation arrival to the airport with a staggered aircraft pitch up and out with all the smoke and glory.

My closest friends, know of my struggles right now. Changes come in ways you don't expect. I look forward and do my best to move forward every, every day. Live your life with no regrets...and if the voice of opportunity says stay.....wait.....smile..... consider doing so..... because you never know what's "*just around the corner*".

Houston next! Sept 17-20. *Woohoooo!*

Dave K



NOTE: Photos taken by Dave in the backseat.



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# PT-26 Cornell Project - Done

By Nelson Carpenter



I finished up the PT early July. It weighs 16 pounds and powered by a VVRC 20cc gas engine. Working split flaps and landing lights. Markings are *Royal Canadian Air Force* circa 1945. The Canadians had 700 of the PT-26s built by *Fairchild*, with some licensed for assembling in Canada. The "greenhouse" was

beneficial for winter training.

My first flight didn't go so well. The takeoff was good and first left turn in the pattern. Then the bottom dropped out from under me. I had no elevator as I started into the downwind leg and approximately 100 ft agl. There was enough time for me to level the wings and chop the power as it settled down into terra firma. Luckily there was a stand of wheat growing in that field east of the runway. It helped save the PT from a lot of damage.



What happened? The screw holding the elevator servo arm had vibrated out, and the arm fell off the servo. I have since replaced those screws with 2.6cm socket head bolts with star washers. Also a small "dab" of blue *Loctite*. It won't, and hasn't, come off now with six flights logged.

Here are recent photos of the repaired and finished PT. If you are wondering, the VVRC 20cc offers plenty of power at half throttle.



## BACK ISSUES TAILSPIN:

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

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## ~ Western R/C Flyers 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 2019

Please print clearly!

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

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

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

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

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

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

**2019 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