



OMAHA NEBRASKA  
AMA 857 - IMAA 284

## TAILSPIN NEWSLETTER

October 2009 Issue

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**President: Rick Miller**

Phone: 402-624-2530 email: [rick.miller@kellogg.com](mailto:rick.miller@kellogg.com)

**Vice President / Tailspin Editor: Nelson Carpenter**

Phone: 402-330-3249 email: [nelsonsc3@cox.net](mailto:nelsonsc3@cox.net)

**Website Director: Joe Halamek**

Phone: 402-592-7876 email: [wrcflyers@aol.com](mailto:wrcflyers@aol.com)

**Treasurer: Ed Splittgerber** email: [esplittgerber@cox.net](mailto:esplittgerber@cox.net)

Address: 5046 S. 174<sup>th</sup> St. Omaha 68135 Phone: 402-896-1787

**Secretary: Bob Boumstein**

Phone: 402-334-0122 email: [bbhwc@cox.net](mailto:bbhwc@cox.net)

**Safety Director: Dean Copeland**

Phone: 402-334-2787 email: [dcopeland@tconl.com](mailto:dcopeland@tconl.com)

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### A Word From The President:

Well it's another flying season just about over. I hope all of you had a good season for flying. I wish to thank the officers of the WRCF for helping in my work related absence this year. With a special thanks to Nelson Carpenter for his efforts as Vice President. Next year I expect that my job will not require out-of-town time. That will be much better for my family, and me in respect to available time to fly etc.

Some news on the Mead field - this fall the work will start on removing the underground fuel tanks that are located in the southeast portion of the property of our field. This project has been in the works for a long time and is now active. It should be completed yet this year and returned to as found condition. This should result in the Mead field being ready to go for next year. The exact schedule and details of the work to be performed are not known at this time as we are awaiting further status updates from the UN ARDC personnel. We will be restricted at some point, although the exact schedule is unknown at this time.

I took an action task in our last meeting at the field, to contact the Springfield land owner about a couple of planes being missing in the crop fields. This was done and a conversation with the land owner about the situation with the field ensued. I will discuss this at the October club meeting.

I understand that things are still progressing with the search for a new field. Hopefully we will have an encouraging report from the committee on this at the next meeting.

Many of us were really impressed at the major Fun Fly and Swap Meet events that we had this fall. Some really nice weather for a change and a lot of folks had a great time. I know that I had a great time, even though my Giant Stinger threw half a prop at the end of the field at low altitude to boot, and it met with a Big Dirt nap. Adios Stinger, it was fun (.....taps..etc..) What was really great was that I paid 80 bucks for it at an auction. It had servos and was ready to go just put in and engine and fly.

### Next Meeting:

**7:00 PM Tuesday – October 6, 2009**

**Location: NRC, Natural Resources Center, Chalco Hills, 8901 S. 154<sup>th</sup> St.**  
**(CAP meeting room, basement, far left of entrance)**

Speaking of an auction, (*a shameless lead in wasn't it?*) we also need to start thinking about the auction for next year. least do some preliminary planning.

I hope everyone is getting ready for the building season, and planning those new models for next year. I can hardly wait for the show and tell items at the meetings. These "Show and Tell" items usually represent partial built (*my favorite*) and fully built projects. This allows sharing of techniques and practices that help all. We really need to encourage this as I believe this is one of our clubs finer points.

**Best Regards**

**~ Rick Miller**

### Vice-President's Corner:

At our next club meeting we will discuss the dismantling of our Springfield flying site. Certain equipment such as the airplane stands will be stored at Mead Field. With other equipment, a decision must be made as to how we salvage or dispose of it.

The Omahawks annual auction will be on October 18th. At our annual Western Flyers' spring auction their club members were generous in donating time as well as computer equipment. Both clubs have a reciprocating agreement to help each other with these two auctions. As a Western Flyer, please consider signing up to help. Contact either Bob Boumstein or myself.

**Come out and fly!**

**~ Nelson Carpenter**

## Financial Report – August 31, 2009

To be provided at next club meeting.

**Thank You!**

~ Ed Splittgerber

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## September 1, 2009 Meeting Minutes:

- Nelson C. and Rick M. call meeting to order.
- Field update RE: Springfield.
- Aug. 22<sup>nd</sup> was paint day at Mead things went well.
- Discussion of Club's events include: Bud Hall, Quickie Races, Old timer Events and Swift Gliders (realize all of these are held at Mead)
- Club trainer remains in the corn. (*since found.*)
- Ed S. delivered a Treas. report and accepted.
- Membership stands at 74 for 2009.
- Porta Potties to remain at both fields through October.
- Discussion of proper chain of command for field needs to be brought to attention of land owners and property managers. Chain of command to be followed.
- Agreed to discuss disposal and/or storage of Springfield equipment at October club meeting.
- Meeting Closed next meeting at Chalco Hills.

~ Bob Boumstein

## Rumors, Gossip and other Signs of Decay



Well it is that time of the year again for the Omahawks Auction which will be held on Sunday 10/18/09 at DIGZ, 4428 S. 140<sup>th</sup> from 7AM to 6PM. We need as many of our members as possible to volunteer some of their time to help out, just as the Omahawks did for us. Please when you show up at the Auction go and ask someone what you can do to help. The auction will be

a lot easier this year because:

- Items worth \$100 or more will be offered on the "Buy it Now" card prior to the auction begins (\$5.00 buyer's premium per item.) This gives the seller a chance to stand next to their better items and make a sales pitch.
- NO IMPOUND - items will be the responsibility of the buyer after the auctioneer says "sold", however you need a receipt (proof of purchase) to remove items from the building.
- A \$5.00 no sale fee will eliminate people bringing junk to the auction, and expedite the entire process.

See you at the Omahawks Auction!

**Regards**

~ Bob Boumstein

**Western RC Flyers Club Website:**

<http://www.weflyrc.org/>



# R/C AUCTION

## OMAHA NEBRASKA

Digz - [www.thedigz.com](http://www.thedigz.com)  
4428 S 140th St

Just north of last years site

**NEW LOCATION**

**Sunday**  
**October 18th**  
2009

### Radio Controlled Aircraft-Kits -Radios-Engine-Supplies

**DOORS OPEN**  
**7:00 AM**

**AUCTION STARTS**  
**10:00 AM**

**\$5.00 ADMISSION**  
No charge for children under 14

**MORE INFORMATION**  
[www.omahawks.org](http://www.omahawks.org)

Or call: Kevin Hyde @ 402 514-4192

Concessions will be provided by Omahawks including coffee and rolls in the morning and lunch selections at noon.

**BUY-IT-NOW** From 8:00 to 10:00 Buyer pays a \$5.00 surcharge. Seller posts price and negotiate as desired.

**AUCTION RULES**

Items will be sold in the order received... Seller may protect himself by designating a minimum selling price or by making ONE bid... Seller will be assessed a 10% selling fee on all items sold and a \$5.00 fee for each unsold item... The minimum bid will be \$20.00. Group your small items... Payment will be by cash or check only.

Sponsored by the *Omahawks R/C Inc.*



## Mead Field Remediation Work



As part of the ongoing remediation and clean-up of hazardous and toxic waste at the former Nebraska Ordnance Plant (NOP) facilities near Mead, our flying field may not be useable for a period of time. The Army Corps of Engineers has let a contract and issued a notice to proceed to a contractor who will remove 10 underground fuel tanks. Some of these tanks are in the vicinity of our runway. The contractor will have 120 days to complete the contract, and return the ground to its existing condition. That puts project completion near the end of December 2009.

There are six 25,000 gallon tanks located adjacent to each of the four NOP load lines for a total of 24 tanks. The tanks contained fuel oil for use in the boiler plants that heated the buildings in each of the load lines.

Once the contents of each tank are determined, the contractor will excavate and remove the tanks and their contents including all associated piping. The excavated soil and the bottom of each excavation will be sampled to ensure that no contamination remains.

The university will keep club officers informed. All communication by the Corps or its contractor is with the university. The club, as a tenant of the university at Mead, will be kept informed by the university. Information will be passed on to members of the club through this newsletter, email, or monthly meeting.

If everything goes well, our field should be fully useable again in the spring of 2010. For now you may continue to use Mead unless it is posted otherwise at the field. An e-mail message will also be sent out if field use must be restricted. ➔

~ Nelson Carpenter

## Volunteers Needed to Work Auction

The 2009 Western Flyers spring auction would not have gone so well if not for the help we received from members of the Omahawks. Now it is our turn to reciprocate by providing volunteer help as the Omahawks hold the fall auction. You might say we compliment each other with the two auctions in addition to combining to help conduct them.

This year our club made a considerable amount of money from the auction which in turn has kept dues the lowest in the Omaha area. So keep that in mind as you consider volunteering as a Western Flyer member helping the Omahawks with their auction on October 18<sup>th</sup>. Please contact me if you can volunteer.

~ Bob Boumstein



**CHALCO HILLS WEATHER CENTER**



[www.papionrd.org/weather/usa.htm](http://www.papionrd.org/weather/usa.htm)





## Field Search Report

With the closure of the Springfield flying field at the end of the year, the search for a replacement field has been going on for a few months. Four sites had been investigated for suitability all of which failed the criteria needed.

This has not been an easy task trying to find land that will meet flying field requirements, let alone a willing landowner. But a prospective field has been found. Discussions are being held with the landowner who is very interested in allowing us to fly there. Still at issue is the suitability of the field which is located in the vicinity of 120<sup>th</sup> and Giles Road. More information will be made available as it develops.

## ~ Club Member of Month ~



Shown at Springfield with his new Hangar 9 Spitfire is Neil Kilchriste. The Spitfire has a 65" wingspan and weighs approximately 8.5 pounds. It takes a .60 two-stroke motor. It is also equipped with retracts.

From the newsletter of the Tampa Bay Line Flyers, Control Line Model Airplane Club

## Build for Better Performance

By Phil Bayly

**Concept:** We all know that a lighter-weight airplane is easier for the motor to pull through the air and will perform better, especially with a stunt ship—right? “Lighter” also means the airplane has a more favorable wing loading (weight vs. wing area) and stunt maneuvers are done more easily. The airspeed doesn’t sag off during maneuvers, and this preserves the energy needed to continue the flight smoothly without stalling. We also know that we need to build in enough wood to give the strength needed to withstand the forces of flight, landings, and engine power, including vibration. So, here comes the weight penalty. Therefore, the real question is, how can we get the best of both worlds? Obviously a light weight and strong airplane is the ideal solution. But, reality says we probably need to find a compromise between the two.

With this accepted, the intent of this article is to outline some of the tricks of the trade that should help you lighten up your airplane without losing strength and achieve better performance. In fact, the first principle to understand is that a lighter airplane has less inertia. Therefore, less force is available to drive an airplane to its destruction as easily as a heavier one under similar conditions, e.g. crashes, air loads, etc. The guiding theme then says that what is really needed is just the right amount and kind of wood in the right places, and no more. This will give the optimum between the airplane's weight and its required strength. That's it! Now, let's examine some of the important details of construction principles, techniques, and wood selection that let us do this—the key to it all.

**Bending Moments and Force Distribution:** From physics we find that something breaks when enough force is applied to distort it beyond its elastic limits. When this happens, one side gives in compression and/or the other gives in tension. When less force is applied, we only get minor bending or distortion with a return to original form as the force is reduced. We should visualize this principle of breakage each time we select the wood (type, size, and density) for every part of the airplane, joint locations, and reinforcements. Try to imagine what forces each part will actually experience and choose the wood type, density, and size accordingly without any excess anywhere. You should use as little (light) as possible, but as much as necessary in every location throughout the airplane. This assessment includes the wood's size, density, grain, location, etc. in conjunction with the stress expected. Most important, realize that extra weight is simply unnecessary cargo that actually increases the inertia and force that is extended to the weaker places that break under stress.

**The wing:** So, where and how can we save this extra weight? Logically, you must attack the heaviest parts first to make the most difference with less effect elsewhere. So, let's start with the wing since it is normally the heaviest part of the airplane. In.....

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## *Build for Better Performance Cont.*

.....practice, diminishing the weight towards the wing tips with proper limits will make it stronger. Why stronger? Because the weight toward the tips is the major leveraging force that finally causes the wing to break at the usual spot, the intersection of the fuselage or edge of the wing capping, whichever is weaker. On nose impacts, especially with profiles, you typically find the wing's trailing edge tears loose at the body as the leading edge compresses, or the wing buckles up or down from the vertical force during flight maneuvers or when bellied in to the ground. With this understood, you can and should taper spars, trailing edges, leading edges, and capping to effectively reduce the overall weight progressively towards the wing tips without sacrificing the wing's strength. Other parts of the wing, including the tips, should be made of very light weight density wood. But think a minute. The outboard wing tip is usually weighted for flight stability. Therefore, heavier and stronger wood is always better than lead for tip weight, except for the need for a small amount of adjustable flight trim. Since the outboard wing needs to be heavier, it accordingly needs a little more strength throughout the outboard wing (higher density in the main spar is probably enough, so select the heavier one for the outboard).

**Joints are the next consideration.** Always be careful how joints are designed and where they are placed. Butt joints are the worst for strength! Diagonally cut, well matched, and glued joints are the best, especially with the reinforcement since the stress is distributed over a large area. Matching a diagonal joint is an easy fit if you overlap the two pieces of wood and cut the diagonal with a razor saw without letting them move.

Overlapping spars vs. diagonal matching and reinforcement is a great technique for strength and weight reduction since reinforcement is unnecessary, but difficult to achieve except with Free Flight wings. Since all joints become stiff and strong when reinforced, the wing spar's bending and breakage usually begins at its edge or thereafter. If not, you should reexamine your methods of jointing, including the type glue you use. Clamping joints while the glue dries is always best and can double its otherwise holding strength. Clothes pins work well too.

The wing's spars' distribution of force, beyond the stiff center area, should be diminishing toward the tip to optimize its overall strength. This means you don't want the forces to be able to over-concentrate at one spot causing the compression-tension relationship and breakage to happen as discussed earlier. You also want to trade off to have more wood (density and size) toward the fuselage at the tip. Smoothly distributed (non-visible) bending absorbs the force by spreading the load throughout instead of applying most of it at one place. Therefore, tapered spars, reinforcements, gussets, and anything else that helps the forces to be distributed smoothly throughout the spar is what we are looking for as we progressively have more wood approaching the fuselage where it is needed to help counteract the increasing leverage (breaking) force. This happens because most of the forces will now be concentrated there (as balsa spar enters a rigid reinforcement) when leveraged from the tip or from the wing during its high levels of flight loading (such as 90° or 120° turns).

Additionally, wood in the center of a spar or a wing does less for its strength (and stiffness) than the same amount at the surface. Therefore, for the maximum strength for its weight, intelligently laminated spars and V- or U-shaped and tapered reinforcements add the (least) wood at the right points where there is little compression and tension and the most wood near the surface where the stress is greater. You may recognize this as an "I-beam" concept for the spar with its veneer capping on a wing. Light weight sheet balsa on the surface adds much greater strength (and prevents distortion) than the same wood will do near the center of the wing. Its curvature to the airfoil also improves its rigidity. The ideal structure for weight vs. strength is tubular for stress to be applied from any direction; whereas, an I-beam wins for vertical stresses alone. Again, because this puts most of the mass of the material at the point of compression and tension where breakage begins or is countered for flight stresses. Additionally, you are always tasked to consider where some wood's weight would be better removed for use somewhere else or not at all.

Finally, you should inspect all spars and stringers for minor nicks. Forces can concentrate here too and cause easy breakage under stress. You are much better served to sand out all of the nicks to help the distortion under stress to be uniform instead of concentrated at a flawed point. Don't leave it "rough cut" or as is. Strange enough, sanding the spars is more for strength than saving weight, unless you significantly change the dimension of the wood.

**The fuselage:** A proper combination of woods, good design, and craftsmanship is essential here. The engine must be mounted on hardwood beams with a plywood firewall and gear mount. The sides must be hard and strong balsa reinforced internally to solidly support the power, vibration, and G loads of the motor while the sides continue to support the tail section's air loads. The top and bottom blocks are the final elements that require good wood selection for lightness and strength, whereas a removable cowling contributes no structural strength and can be ultra light. In flight, leverage stresses are amplified at the wing's leading and trailing edges and are enormous for stunt airplanes with long moments. Ultimately, cracking occurring at these high stress points is normal, even through the top and bottom blocks. Don't discontinue internal beefing there unless you expect a short life airplane. Strange as it seems, thin plywood will provide the required beef-up strength at less weight than more volume of balsa, since it does not tear or compress easily, e.g. 1/64 inch. All of the same rules apply. Internally trim away all of the wood that does not contribute to the strength of the airplane while filling (non load bearing) holes such as cowlings with light wood. The tail portion of the fuselage may progressively get lighter (thinner) as you proceed rearward from the stabilizer's leading edge, but leave enough to support the tail wheel stresses. They are high stress during a hard landing, so a ply mount is best here.

**The Stabilizer, Elevator, and Rudder:** The previously described considerations for the wing's construction and stresses apply equally to the entire tail section except that the shorter linear dimensions do not have as much leverage to cause breakage. Therefore, lighter materials and designed construction..... *Continued Page 6*

## *Build for Better Performance Cont.*

.....should be used accordingly. Equally important, the tail section is critically important to the airplane's horizontal (nose to tail) center of gravity and must be kept as light as possible to prevent addition of nose weight for balance and performance degradation. Most tail sections are overbuilt (with heavier and too much wood) well beyond what is needed. The stabilizer and elevator intersecting spars must endure the continuing air loads and control system forces and care must be taken to select strong wood for them. Proper wood selection is even more difficult for solid wood stabilizer-elevator construction to achieve light weight and the required strength. After that, you may go very light, including the entire rudder and fin. Examination of many crashed airplanes seldom finds damage in the tail section! So, judge accordingly.

**Wood Selection:** Good wood selection is also an art and a science. The serious modeler will never rush down to the hobby shop to buy all the wood he needs to build the airplane he is ready to build. It's too late. The right selection of wood will likely not be there. The right approach is to always look over the wood every time you go to the hobby shop and buy the good stuff when you find it! This way, you will have it available when you are ready to build. Your inventory of wood on hand is a quick measure of how light you will be able to build your airplanes. Kits are typically terrible for wood selection (and fit). Therefore, don't hesitate to replace the heavy parts accordingly. In fact, it is best to look the wood over before buying any kit to be sure you are getting what you expect. Otherwise, you may have only bought a set of plans. Your first indication of the weight your airplane will be is the "as is" weight of the kit in the box, right off the shelf. Too heavy will always be too heavy unless you plan to change out the kit's bad wood.

Wood grains or "cuts" is an article of its own, therefore, it won't be covered further here except to say that all woods of the same weight are not equal for all applications. The is A, B, and C grain with correct and incorrect use for each that goes well beyond its weight considerations alone, e.g. do not use C grain for spars or linear strength. Its strength is unidirectional and doesn't like to bend. For additional information, SIG provides an excellent information brochure on balsa grains and correct uses. Also, remember the earlier comments suggesting you visualize the stress each part will experience as you select its type, size, density, and grain of the wood for them.

**Covering and finish:** The covering and finish are great contributors to an airplane's weight and strength. The primary job of the finish is to provide the protection needed to prevent weakening from fuel penetration. To most, it significantly adds to the overall strength of the airplane, especially since they are at the surface where the maximum (tension and compression) stresses occur. If you are planning to go light on the covering and finish, additional strength will be required in the wood construction to survive. And, if you experience a tear in the wing's covering near the fuselage, without repair you may easily buckle the wing during a subsequent flight. A complete article on good covering and finishing techniques is in order for this complex subject. Maybe next time.

**Conclusions:** No airplane is crash proof. Still, the better airplanes incorporate the building techniques discussed herein so they will last longer, fly, and look better. If you still crash a lot from inexperience, this article can improve your survival rate and guide you toward building a better flying airplane. But just as important, examine every crash (not just your own) for the evidence of what broke and use your new knowledge to improve the weak spot(s) on the next airplane you build. Our progress only comes from doing it better the next time. →

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## *~ Featured Plane of the Month ~*



Photo of club member **Jim Henley** flying his 1/4 scale Marguart Charger across the runway at Mead Field.

The biplane was designed and kitted as a home built by Ed Marquart, of Petaluma California. While not an exact copy, Jim's plane looks very much like the 1982 EAA Grand Champion. That plane is still owned by Jim and Karlita Smith, also of Petaluma.

Jim's airplane is a Walt Moucha designed and kitted model, with a 72 inch wingspan (upper and lower) it has a Super Tigre G3000. The engine runs on glow fuel, reduced by half with ethanol which has been converted to a capacitor discharge ignition by C and H Ignition in Wyoming. The aircraft is covered with 21st Century fabric. While the painted surfaces (cowl and wheel pants) are a combination of Lustercote and Testors Model Masters with an acrylic clear coat. Model weighs about 18 lbs and is equipped with a Sonic Tronics Smoke system that lays out a nice dense smoke. →

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**Western RC Flyers Club Website:**

<http://www.weflyrc.org/>





From TRAC News, Tampa Radio-Control Aircraft Club, Tampa, Florida

## *Improving Poorly Controlled, Dangerous Takeoffs*

By Jim Devine

How often have you seen an airplane that is taking off veer toward the pilot stations? Usually the pilot gives the engine more gas and, using the ailerons, yanks the airplane back to the right. Occasionally, the airplane continues to the left, clears the safety barriers, and heads for the people in the pits and the cars just beyond.

If you have poorly controlled, potentially dangerous takeoffs, try practicing control of your aircraft on the runway. First, check the wheels and make sure they have a little toe-in. Also, the wheels should not continue to spin when given a flick. To create friction and avoid free-wheeling, slip a 3/16-inch long piece of fuel line on the axle and push the retainer collar in tight. With proper adjustment, the wheels will turn only if you push them with your finger. This braking action allows for a high idle speed without the airplane moving, which reduces the chance of the engine dying when the idle is too low. This also helps stop an airplane that might otherwise roll off the end of a runway during landing.

Choose a day when the wind is light and the runway isn't being used. Practice taxiing back and forth the length of the runway, using the rudder for control. Stay within a few feet of the yellow center line. When you have mastered taxiing at slow speed, click the throttle up another notch or two and keep practicing. With enough practice and a slow, smooth application of power, you can approach takeoff speed while moving down the center of the runway. You also can practice aborting the flight by shutting off fuel when you're about to lose directional control of the airplane.

With this improved directional control and practice at aborting a poorly controlled airplane, your takeoffs will be much safer and a pleasure to watch. →



<http://www.weflyrc.org/>

### **REWARDS PROGRAM**

Remember **Hobbytown's Reward Program**. With every purchase by a WF member, the club receives a credit for an amount equal to 1 percent of your purchase. Be sure to mention your **Western Flyers affiliation** when making a purchase at either Hobbytown location.

# ~ 2009 Western R/C Flyers Event Schedule ~

2009 Tuesday Night Fun-Flys, Springfield, Every Tuesday night May 1<sup>st</sup> through September 1st 2009  
(Weather Permitting)

**Food – Fun – Flying – Friends!**

## January 2009

Tuesday, Jan 6th - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(CAP meeting room, basement, far left of entrance)

## February 2009

Tuesday, Feb 3rd - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Board Room, just inside right of main entrance)

## March 2009

Tuesday, Mar 3rd - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Downstairs meeting room – north end bldg)

## April 2009

Tuesday, Apr 7th - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Board Room, just inside right of main entrance)  
- Sunday Apr 26<sup>th</sup> – Western RC Flyers 28<sup>th</sup> Annual R/C Auction at Fireman's Union Hall located at 6005 Grover St. in Omaha. Doors open at 7:30am with bidding starting at 10:00am. Admission \$5.00 per person.

## May 2009

Tuesday, May 5th - Meeting  
- 7pm, Springfield Flying Site, bring a plane, open flying & food  
- Sunday, May 17<sup>th</sup> – Q500 races at Mead.  
Registration at 9:00am.

## June 2009

Tuesday, Jun 2nd - Meeting  
- 7pm, Springfield Flying Site, bring a plane, open flying & food.  
- Saturday, Jun 6<sup>th</sup> – Annual Spring Club Fun Fly at Mead starting at 10:00am. Open flying.  
- Sunday Jun 14<sup>th</sup> – Glider Event at Mead Field.  
- Sunday Jun 21<sup>st</sup> – Q500 Races at Mead Field.  
Registration at 9:30am. Racing starts at 10:00am.

## July 2009

Tuesday, Jul 7th - Meeting  
- 7pm, Springfield Flying Site bring a plane, open flying & Food  
Saturday, July 11th - Old-Timers Fun Fly - 9am until noon Mead field  
Sunday, July 12<sup>th</sup> – Glider event at Mead  
Sunday, July 19th - Quickee Racing  
- Mead Field - Check in 9:30am, Racing 10am

## August 2009

Tuesday, Aug 4th - Meeting  
- 7pm, Springfield Flying Site - bring a plane, open flying & food  
- Saturday, Aug 8<sup>th</sup> – Old Timers Fun Fly  
9am until noon, Mead Field  
- Saturday and Sunday, Aug 15/16<sup>th</sup> – Bud Hall IMAA Fun Fly at Mead. Aircraft limited to IMAA criteria and membership, large scale aircraft. May join IMAA at field. Criteria 80" wingspan monoplane, 60" wingspan biplane, or a true ¼ scale aircraft. Landing fee \$10.00 provides lunch both days and flying.  
- Sunday, Aug 23<sup>rd</sup> – Q500 races at Mead.  
Registration at 9:30am. Racing starts at 10:00am.

## September 2009

Tuesday, Sep 1st - Meeting  
- 7pm, Springfield Flying Site - bring a plane, open flying & Food (Last Tuesday food will be served)  
- Sunday Sep 6<sup>th</sup> – The 3<sup>rd</sup> Annual Fall Fun Fly and Swap Meet. Outdoor swap meet free to WRCF members, \$5.00 for non-members. Swap meet setup after 9am. Open flying 10am through 3pm.  
- Sunday, Sep 12<sup>th</sup> – Old Timers Fun Fly – 9am until noon. Mead Field  
- Sunday, Sep 20<sup>th</sup> – Q500 races at Mead.  
Registration at 9:00am. Racing starts at 10am.

## October 2009

Tuesday, Oct 6th - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(CAP meeting room, basement, far left of entrance)

## November 2009

Tuesday, Nov 3rd - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Board Room, inside right of main entrance)  
- Nominations taken for 2010 Officers

## December 2009

Tuesday, Dec 1st - Meeting  
- 7pm, NRC, Natural Resources Center, Chalco Hills Recreation Area, 8901 S. 154<sup>th</sup> St.  
(Board Room, inside right of main entrance)  
- 2010 Officer elections

**Want to schedule a 2010 event? Contact any officer or attend a club meeting with a proposal.**





**Tailspin Newsletter**  
Western RC Flyers  
Omaha, Nebraska

**TO:**

***Western R/C Flyers Inc. 2010 Membership Application***

Please print clearly!

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

Address: \_\_\_\_\_ Zip Code: \_\_\_\_\_

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

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

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

Dues Paid: \$ \_\_\_\_\_

**2010 Dues: \$35** (2009 Renewals must be paid by **February 1**) New/Renewal: \_\_\_ New \_\_\_ Renewal \_\_\_ (Check One)

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

**AMA membership is required**  
**Make Checks Payable to: Western R/C Flyers**

Print this form and send check to WR/CF Treasurer:  
Ed Splittgerber 5046 S. 174<sup>th</sup> St. Omaha, Nebraska 68135