



# Hawk Talk

THE VOICE OF THE OMAHAWKS R/C INC NOV, 2016  
Corporate Office - 2739 N 61<sup>st</sup> St. Omaha, NE 68104

President... Mikey Furrow (402-699-2343)    Editor/Publisher    Sec... Larry McChesney (402-391-5784)  
Vice Pres... Bernie Baker (402-681-4155)    Bernie Baker    Treasurer... Kevin Hyde (402-670-8320)

NEXT GENERAL MEETING: Friday, November 18th \* 7:00 P.M. \* Church of the Cross, 1517 S 114<sup>th</sup> St.

GENERAL MEETING PROGRAM:

NEXT BOARD MEETING: Tuesday, January 17th \* 7:00 PM \* Church of the Cross, 1517 S 114<sup>th</sup> St.

ALL CLUB MEMBERS ARE ENCOURAGED TO ATTEND BOARD MEETINGS

Final Nominations and Election for 2017 Board and Officer Positions will be held at the November general meeting. Your vote counts and the Electoral College will not come into play.

Also note – November’s general meeting will be Friday, November 18<sup>th</sup> (in two days), and this will be the last newsletter for 2016. Happy Holidays to all.

### Upcoming Events

New Year Fun Fly	Hawkfield	Sun – Jan 1	9:00AM
------------------	-----------	-------------	--------

Here’s something to look forward to in January. Below are pictures from the 2016 New Year Fun Fly.



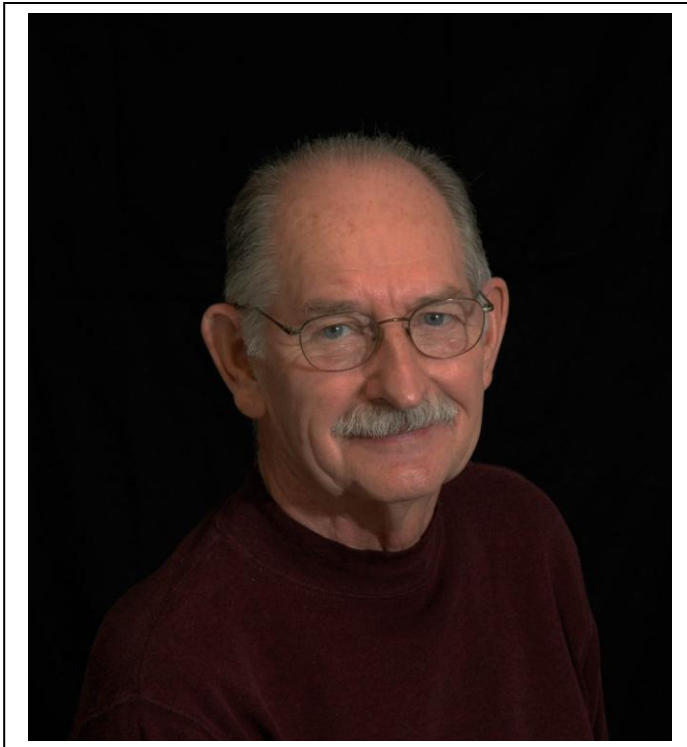
## Hawk Talk

### Larry Quigley 1930-2016 (Submitted by Dick Behrens)

Larry passed away November 7th in Omaha, at age 86. He was born July 27, 1930, in Atkinson, Nebraska. He graduated from Bellevue, NE high school and University of Omaha with a degree in business, and was a lifelong Independent Insurance Agent. He and his wife, Jean had been married 60 years. They have one son and one daughter.

Larry was a long time active Omahawk member. He served as the club president in 1973, and played a key part in how Hawkfield came to be. In 1986, he was the secretary/treasurer of the quickly formed "Hawk Land Co Inc" that, when eleven acres of land were first posted for sale, raised the money and acquired this real estate for the now southern half of Hawkfield. This action was promptly initiated by a few club members, supported by 46 stockholders, and backed by the help of the area's City Councilman, to make this happen, before the likelihood of a housing project on this land.

Larry was a photographer and mostly stood behind the camera instead of being in front of the camera. For a few years, he also taught use of computers for seniors at the Florence home. For a time he had a license to fly full size planes. He served in the US Army and interment will be in the Omaha National Cemetery.



Following is a reprint from the October 1998 Hawktalk Newsletter, written by Mike Kempf. Some things never change.

## 10 STUPID THINGS

by Mike Kempf

I've had some kind of flying year, if you see yourself in any of these I hope you can laugh with me, if not then I hope you'll use these as maybe a lesson learned. Here are the top 10 stupid things I've done this year:

→ Left my batteries turned on for a week in my airplane and transmitter after doing work on setup in the shop and ran them down. It a deep cycle that's a little too deep!

→ While gluing a small part in the plane with medium CA I used kicker on it. The CA had squeezed out on my fingers and of course the kicker cause so much heat release from the glue while it set up it burned my fingers. With my fingers stuck inside the plane I couldn't get my hand out of the plane much less the glue off my fingers. The next time, I held the part with both hands until the glue set. Of course this time both hands were glued in the plane and I had to call my wife down to use the un-cure to release my fingers before I ripped the skin off trying to get my fingers out. Good thing I had showed my wife what the un-cure was and how it was used.

→ I pressed down on a 18 inch ruler with my left hand to cut a straight line on some monocoque. I then pulled my razor knife along the edge with my right hand. I sliced the tips of my fingers off because I had my finger tips hanging over the edge of the ruler. Believe me clean cut heal without scars but they bleed for a long time!

→ I was using thin CA to stick fiber glass to a wing center joint, this is the technique that Great Planes recommends to fiberglass a wing joint. I was working on my bench. I leaned across the wing to see the back side of the wing just after running a considerable amount of glue over the glass. Got my nose too close and got a snout full of fumes in my nose and chemically burned my sinuses. After two weeks of severe runny nose I went to the doctor and got some antibiotics to clear up the infection. Even though I was in a well ventilated area, I found out I can still get too close to my work!

→ Before I started my OS 46, I put the glow driver on the engine. I then knocked the prop backwards against the compression stroke so I would have a little room for turning with my electric starter before the engine hit compression again. There was some residual fuel in the cylinder from an earlier flight and as I bounced the prop backwards it tried to start on com-

pression because the glow driver was attached. It slapped the back of my hand. Fortunately only my pride was hurt. I knew a well tuned motor can be bounced backwards against compression and started. I've even done it myself with other motors. I got my hand slapped both figuratively and literally for my mistake!

→ I installed a new fuel tank in one of my planes when I found the old one had rubbed a groove in it's side from not being protected from the throttle cable running through the same compartment. I was in a hurry and didn't tighten the plug after assembly and also didn't test the tank prior to installation. I brought the plane out to fly and began filling it with fuel. After about a minute and a half of filling the tank with my electric fuel pump the fuel began running out the nose gear steering cable hole. It only takes about 40 seconds of filing to get a 10 ounce tank full, all the rest (15 oz.) went to fill the fuselage. Took a little while to dry out the fuselage but I did it immediately and the damage was minimal.

→ From my full scale flying time I learned to "wipe out the cockpit" before each flight. Moving the stick and rudders to visually check that the mechanics hooked the control surfaces up correctly. I still check all my surfaces on my planes just as I set them down to taxi out for take off. I did that once this summer and found my ailerons were reversed. I have 3 airplanes on one transmitter, I forgot to select the correct airplane prior to start up. Every other servo was correct but the most important one. A reversed throttle will show up when you start the engine at full power instead of idle, a reversed elevator will prevent take off by holding the nose down the more you feed up elevator, a reversed rudder will cause you to run in circles on the ground taxi as you try correct an off line take off. Ailerons however will roll you in the dirt because you'll just keep feeding in the wrong direction. I was lucky!

→ I changed a tricycle gear airplane to a tail dragger (replaced a large front tire with a small tail wheel to reduce drag). I mounted the aluminum gear on a piece of plywood on the fuse bottom in front of the wing, instead of bolting into the soft balsa block under the wing. That moved the wheels forward of the leading edge of the wheel by about an inch more than the plans called for. Began my take off roll and hit the throttle and the plane turned 90° toward the pits and I ran it into the fence. I tried again and again and found out that it tracked so squirrely I could hardly keep in on the runway. When I landed the plane bounced like a rubber ball

so bad that I dinged up 4 props on 4 landings in a row. \$10 bucks of APC props in an hour, at that rate I was going to need to rob a bank to keep myself in props. With a little research and help from some friend I found out that main gear too far forward of the CG will do this every time. What made me think my \$10 backyard engineering was better than the thousands of dollars spent by the manufacturer developing the correct place to put the gear, I'll never tell.

→ I got a battery cycler/charger so I could condition my extra battery packs not in the plane of transmitter. I put two banana plugs on a female lead so that I could quick change packs during cycling. I pulled the battery out once with out pulling it out of the female lead, the banana plugs came out of the charger and immediately the loose ends crossed and shorted the battery. 500 mahs doesn't sound like much but when I smelled the burning insulation, saw the smoke and sparks I gained a new respect for it. Later I realized this little shorting incident reduce the overall capacity of a fairly new battery by about 30-45 minutes. The replacement transmitter pack was \$36, a costly little lesson.

→ I hate to admit it but the last stupid thing I've done, was a lesson I did before but didn't learn from. I put a glow plug in the head of a new engine after I test mounted it. I only wanted to keep sawdust and dirt out of the head while I was still sanding and fitting parts for the cowl and such. I finished the work about a month or so before I broke the engine in. Ran it for 20 minutes during break in, (saw some fuel around the glow plug but thought it was just coming from the exhaust). Took the air plane over to the runway and took off to start the flying part of the break in. About 5 minutes into a beautiful flight the engine quit going down wind too low to turn the bi-winged brick back to the runway. I landed it straight ahead at the north end of the field. Wasn't too badly hurt but I had other building plans for this fall. I forgot to go back and tighten the glow plug into the head, engines don't run well without glow plugs. I've added glow plugs to my "check tightness list" before flying a new or rebuilt airplane.

I hope you learn from my mistakes, I hope that I have learned from my mistakes!

Mike Kempf

# Hawk Talk

## **Omahawks General Meeting Minutes:**

October 29th, 2016

Kevin Hyde, Treasurer, opened the meeting. There were 22 members present and no guests.

### **Membership Report**

Our membership role presently lists 11 members signed up for 2017 as reported by our Membership Chair Kevin Hyde.

### **Make A Wish**

Lauren Piller was on hand to receive a check from the club from the proceeds from the Labor Day Air Show presented by Ed Paasch. She thanked the club for a continuous 32 years of support. And she also shared a few stories about the recipients.

### **Newsletter**

Bernie Baker was present. Lets help our editor produce an interesting news letter by providing news articles, information and pictures if available for current building projects or other items of interest that the club would enjoy reading about.

*If you are not receiving letter via email notify the board.*

### **Field Update.**

Bernie Baker has been in touch with the city regarding the new lease and progress is being made. It is moving to council for final approval late November or December. A club representative will attend.

Our Field Chair reported that there have been discussions with the city including the City Forester. Dick Behrens was in contact with them regarding which tree types will be considered for removal.

It was decided that once the final lease document is in place a sub-committee will be formed to put together a plan. That plan will be shared with the City prior to any action on the work.

### **General Announcements**

#### **Web Site**

Kevin Hyde reported that in conversations with Mike Furrow that the final revisions are being completed. By the end of the year the new improved web site will available and include new features that will be enjoyed by the members and general public.

#### **Training.**

At a previous meeting we were told that we would get three donated trainer kits for our club training use. If someone is interested in a winter build project contact Mikey Furrow.

Also discussed in this meeting was a new Training format for next year. It would be organized around the mentor one on one partnering with each student. The pair can set up their own schedule individually for their convenience. As the student acquires certain skills a different mentor would take over to complete the rest of our traditional training routine. Thursday nights would be held for introductory type activities. This will be discussed further with the membership over the winter months.

## Hawk Talk

### Auction.

Kevin Hyde presented the results of the auction. It is our one and only fund raising event to raise the resources needed to carry the clubs program through out the year. While successful again the numbers were down. Thanks to all those who participated again this year including some participation from some members from other clubs. Your participation is greatly appreciated.

### Office Election.

A slate of officers for 2017 is slowly taking shape. Nominations from the floor will be made at our next meeting with the vote taken soon thereafter. Consider this a great opportunity to volunteer for one of the board positions. To date the following positions are still open with no nominations for President and one or two Board positions.

### New Budget for 2017.

Kevin Hyde reviewed the outlook for the upcoming annual budget for the club. With a decline in membership and reduced income from the auction last month we will have to consider some changes for the coming year. The Board will continue the discussion for cost reduction measures at the next meeting.

Lauren Pillar of Make-A-Wish accepts a check from the Omahawk's Ed Paasch after another successful Labor Day air show. This year's check was for \$2,643.



# Hawk Talk

## Omahawks Board Meeting Minutes - November 15th, 2016

Club Officers in attendance: President Mikey Furrow and Larry McChesney. Board members Rick Sessions and Field Chair Greg Nelson. No guest.

Kevin Hyde was not present so no report was available.

Membership update, by President Furrow, stands at 13 as of today.

### **Hawk Field:**

Report on status of lease document is that it still has not been received. It is anticipated that it will reach the city council agenda soon for final vote.

There have been brief discussions in the last couple of board meetings regarding acquisition of a secure "shipping container on site" additional storage. The board will be looking at some possible grant applications opportunities to defray the expense involved. The field chair says that the current building has been "hardened around the security around the door" but for future planning it is small. Additional space would be an asset to the club.

### **Old Business:**

Remember we have a new meeting location. Thank you to Rick Sessions for lining up the our new meeting space at the Presbyterian Church of the Cross located at 1517 South 114<sup>th</sup> st. Park and enter on the north side lower level.

### **New Business:**

Training. Mikey Furrow again reviewed new approach for the training program structure to replace the current program. It would involve identifying a number of volunteer instructors. They would be matched up with new students and stay together for two levels. When that is complete a different instructor would step in to stay with the pilot for the next two levels until the student has completed their solo flight. Importantly the couple will set their own schedule. The thought is to continue with a shell "Thursday Night" time to catch walk-ons who are looking for an introductory flight. This will be discussed with the members at an upcoming meeting.

The Board talked about the budget for 2017 more at the next winter meetings with the membership. It will require some changes to make sure assets match expenditures. The Board will present some suggestions for consideration. They may include a different approach to ongoing maintenance projects including the possibilities for a modified mowing program.

Club officer nominations. It is that time of the year to think about those who would run for the office of President and Vice President. Kevin Hyde will remain on the ballot for Treasurer. Other wise the other three current officers are stepping down, the Field Chair and two Board members. Contact a board member to nominate somebody or do so on election night. Elections will take place next month for the slate of officers for 2017. The board is particularly interested in seeing some candidates who are late teen or in their twenties or thirties.

Raffle Prizes: Prize for the meeting next month will be a Phoenix Sonic airplane and two gift certificates.

Rick Sessions made a motion to close the meeting. Greg Nelson seconded.