



Hawk Talk

THE EDITORIAL VOICE OF THE OMAHAWKS R/C INC.

VOL. 55 NO. 4

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**** AGENDA ****

GENERAL MEETING: Friday, April 28, 2006 * 7:00 P.M. * Make-A-Wish Foundation * 11926 Arbor St.

PROGRAM: *Be Safe Not Sorry. Here's How!*

BUSINESS MEETING: Wednesday, May 3, 2006 * 7:00 P.M. * Make-A-Wish Foundation * 11926 Arbor St.

ALL MEMBERS ARE ENCOURAGED TO ATTEND THE BUSINESS MEETINGS

HAWK FIELD NEWS

Hawk Field 03/25/06

[Three weeks can make a world of difference. Today. (4/13) it is 90 degrees. Ahhhh Spring]



Jim Ralston has been flying R/C on and off for about 14 years. He re-joined the Omahawks last year, and quickly became interested in Pattern after watching, Claude, Ron, and Robert Green fly their pattern aircraft at the field.

He went through a couple of airplanes last year but (in the process) enjoyed great success competing in the Midwest Pattern circuit. Just recently, with the help of his daughter (who laid out the trim design), he has completed a Quique Somenzini design. It is known as the "Brio".

Jim, pictured here, is starting his engine for another early 2006 trim flight.

M. Lollis.

Hawk Field 04/05/06

Eric Morgan, a new student pilot, successfully flew his first three flights today with Instructor Ralph Brown. He was also taking pictures. I clued him in on field reporting "101" and he said he would like to help.

A few days later the editor received the following note....

(Continued on page 5)

2006 FLOAT FLYING PROGRAM

COMPLIMENTS OF THE MORNING BUNCH



We may do it in a little smaller scale, but we have an awful lot of fun doing it.

Hey There!!! Us guys sure wish that you guys would join us as we enjoy these beautiful Nebraska mornings, flying from the Standing Bear Lake and Hawk Field. (see page 5)

All winter long, on bad weather days and on Tuesdays (when we're not flying off the water) you will find a bunch of us breakfasting at HyVee on 108th & Fort.



Some of us like to EAT & chat

If you're retired, work nights, have a wife who supports you or are just obnoxiously wealthy, we would like you to join our bunch, our fun and our games.

All it takes is a flying permit and the will to get out of bed. We'll sell you a flying machine and teach you to fly.

JOIN THE MORNING BUNCH

Olie

FRIDAY'S

RAFFLE

LOTS OF PRIZES

- ★ ONE MIGHT EASE THE PAIN
- ★ ONE MIGHT SAVE A FINGER
- ★ ONE MIGHT PROTECT AN EYE
- ★ SAVE YOUR LIFE

4 FREE TICKETS

FOR "SHOW & TELL"

Or \$1 Each - Six for \$5.00

\$10 Buys Fifteen



Some of us like to SIT and chat



HAWK TALK

THE MINUTES

Mike Berger, Secretary

GENERAL MEETING.....3/31/2006

Called to order 7:00... Members and guests in attendance: approx. 60

Guests and first time members: Special guest Mark Smith AMA Vice President; Donnita (Guest of Steve Eveys - was a "Rosie the Riveter" during WWII and also R/C Pilot); Eric Morgan - new member; Rob Skiba; Mark Howe and guest, Beth



Saturday April 1 is clean-up day at Hawk Field - free lunch - all members are encouraged to attend and help out. Larry McChesney - We need help for the work.

The Standing Bear Lake Clean-up date is to be decided on April 7 at 7:00 pm. We need to be involved in the clean-up of the park as well as Hawk Field. Wear your Omahawks gear to let everyone know.

Events schedule for 2006 presented to club: Float Flys, Fred's Fun Fly, Pattern Contest, Memorial Day, etc. Motion made to accept events as entire slate. Seconded and passed

Flight training - thanks to Skip for hosting the meeting. Training night starts April 6 and continues every Thursday night at 6:00 p.m. New training packets are ready

All members need to help keep the field rules at the field.

Mike Lollis has created **business cards** for the club to promote the club with contact details.

June July and August meetings at the field.

Benson High school Competition Day April 15
Ralph - **Membership Report** - 17 this month + 15 tonight. New memberships are needed to fly at the field on 4/1

BUSINESS MEETING.....4/5/2006

Officers and Board Members present: Steve, Kevin, Mike Berger, Skip Brown, Fred Wilke, Eric Coldiron, Mike Lollis, Brad Shaik
Also : Olie Olson, Ralph Brown, Ron Williams, Claude Weimer, Robert Green

New business:

Guest to talk about our Insurance: Rod Mensch - Underwriter Rod works with agents and companies to provide "non-standard" insurance for high risk. He is not an agent, but rather a middleman between agents and insurance companies - Our current insurance company has dropped some specific wording for the policy in affect. With our current

policy we may not be very effectively covered especially concerning catastrophic accidents. This needs to be addressed by the board before we renew our insurance for 2007.

Cost comparison:

Columbia National (current ins co) \$250/yr
Scotsdale Ins (proposed) \$1179/yr \$6 per year per member. Plus fees.

Westchester (AMA) very low cost to club but significant additional cost to non-AMA club members

We have current liability coverage through Oct 2006

One question before the club is whether to obtain our own insurance or join the AMA. Discussion follows: The board currently is not in support of AMA Charter and Steve C. will investigate other insurance carriers for a better deal on our insurance.

Kevin - Treasurer's report: Please attend meeting for details - approx 90members so far.

Ralph membership report. Membership application from Rob Schiva. Former member requires board vote to rejoin club - voted on and approved by board. 17 new members this month.

Field Report - Thanks to Larry for organizing work day - over 80 man-hours were given by members. We have a design on tap for a work tables that the members will consider. Steve proposed adding two new pilot pads to the south. Board members are opposed to adding pads to the South. When pilots fly to the south they have too much tendency to fly over Fort Street. Actual suggestion is to add a safety fence to limit how far south pilots can stand.

Storage shed solutions: Motion to submit to club for recommendation that the Omahawks allocate money to be used for construction of a storage unit at the field. Seconded and passed unanimously.

Frequency flags need to be painted - Larry M is exploring options.

Tree removal - city has offered resistance to proposal to cut the trees and want justification for their removal. City plans to assess dollar value of each tree in consideration of its removal.

Business phone - need to establish options for phone messages: Membership chairman, comments for president. Phone number needs to be posted on web. Banner with number is displayed at Hobby Town. Additional banner for Bud's is to be made up.

The volunteer log is ready for contest directors and Field chairman to keep track of volunteer hours and costs.

Long term plans requested by City. Steve is awaiting a response from the city concerning the meeting that was postponed from last week.

R/C training packets are complete and ready for the start of training on April 6.

Handicap parking sign is missing. The city has been notified. The helicopter sign has been stolen and will be replaced.

Club has purchased frequency scanner for training night and other club events

Raffle: Tail holder stands, first aid kit, voltage tester,

Program:Field Safety Refresher

**GET YOUR STANDING
BEAR FLYING PERMIT
TODAY.**

**\$5.00 MORE MAKES YOU AN OMAHAWK &
ALLOWS YOU TO HELP MANAGE THE FIELD**

Show and Tell

Photos by Culver & Olson



HAWK TALK



Unidentified member and P47 ARF



Big Bob Burt and Big Airplane



Ward Neesen & Jet Cat P 70 Turbine



Tony Underwood and completed Ultra-



Mike Berger displayed a Cap 580



Doc Greenberg with his offering



NOT A SHOW & TELL BUT A "SHUDABIN"
Joe Cole built this P51 for his #1 son to fly around in this winter. What a good father! Don't you think that he deserves to be recognized?



Yet another "foamy" & Mike Lollis

WHAT'S UP

APRIL

27 - 4th Hawk Field Flight Training & work session

MAY

02 - Inaugural Float Fly of the 2006 season -8:30 to 12:00

29 - Memorial Day Egg Burn & 20 Year Anniversary of Hawk Field

FLIGHT TRAINING

NIGHT

EVERY THURSDAY EVENING,
STARTING AT 6:00 PM

HAWKTALK STAFF EXPANDS

In an effort to maintain the continuity of what your publisher believes is a pretty fair newsletter and a publication of some importance to the good health of our flying field and club, we are increasing the size of our staff. I hope that you will support their efforts or join in and offer your own direct contributions for the benefit of both yourselves and your R/C brothers.

The new "*Field News*" reporting staff will be directed by V.P. Mike Lollis. Initially, the group will include Jim Minear and Eric Morgan. Positions are still open. Contact Mike at 445-8908 or Email... omaha_rc_flyer@yahoo.com or the editor. News reports covering *Special* field events will continue to be the responsibility of the director/s of each specific event

Our Photography staff includes (among others) Brad Shaink, Larry Quigley, Mike Berger, Dick Behrens, Steve Culver, obviously our reporters and then, any one else with a digital camera and a nose for news, desiring to improve HawkTalk.

Together, let's build a supporting crew that can smooth the path for the next Editor, whoever it may be.. As much as I would like to, you know that the old grouch can't last forever.

Olie

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HAWK TALK

Spring Clean Up

The scheduled "spring clean up" at the field began with great weather and ended up with the same "great weather and a lot accomplished. Including some work your field chairman never thought would get started.

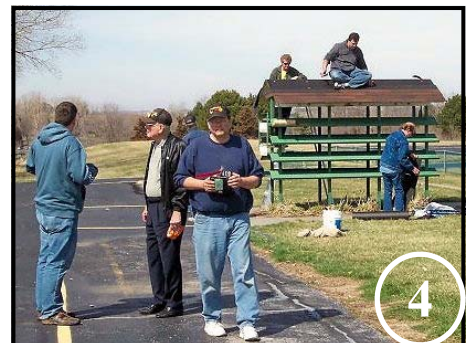
Sixteen people turned out including one "infamous Ralph Brown" who signed in as "observer." I am still working on what that meant. Of course Olie was an able assistant to Ralph but as always carried the camera to record the event for posterity. I think the club is lucky to have these "seniors" involved in our activities as well as being great supporters in many ways.

A short list of projects include crack filling in the concrete aprons, fence mending (continuing to stress our clean field safety record). racking, painting bench's, and complete removal and replacing of the impound roof. I may have missed some projects but this includes most of them.

One that was discussed but not addressed was the idea of plantings under the shelter deck. Plant materials were still expensive since nursery material at the discounters was not out yet. We will continue to think about the situation. If you have ideas for beautifying and/or erosion control send me an email. Also I noticed yesterday the work table at the south end of the field will have to have the plywood replaced.

Thanks to Kevin Hyde, David Olson, Steve Eveans, Matt Meyers, Ron Pacana, Frank Wisniski, Mike Berger, Skip Brown, Steve Culver, Seth Naber, Eric Morgan, James Ralston, Robert Green, and Jim Henley plus any that I may have overlooked. These names came from the sign in sheet which shows around forty five hours of time spent in keeping this field the "best in the Midwest."

Larry McChesney



A NOTE FROM FLOAT DIRECTOR, DICK BEHRENS

There should be some new float flyers and interesting float planes this year.

Two Flies are scheduled for May. The inaugural on Tuesday morning, May 2nd and the second on Saturday morning May 27th. In the event bad weather occurs, the Flies will be postponed one week. If bad weather occurs then, the event will be cancelled. See event posters.

The other Flies are on Tuesday morning June 13, Saturday morning July 22, Tuesday mornings August 8th, September 19 and October 3rd. If there is considerable interest for another Saturday morning float fly, one may be scheduled.

The chase boat will be piloted by Caption Russ Alt with Seaman Jim Minear as a backup and with navy qualified help. Doc Greenberg will be providing the coffee. The Krispy Kreme donuts will be also be provided by the Omahawks or by free-will donation.

Flyers, without Standing Bear Flying permits will be requested to pay a \$5.00 landing fee to satisfy City regulations.

Dick



FLOAT FLY

May 2, Tuesday

(Makeup Date May 9)

830-1130 AM

Standing Bear Lake

With Chase Boat

Coffee and Krispy Kremes

\$5.00 landing fee, If not a Standing Bear flying permit holder

Sponsored by the Omahawks R/C Inc.

More Info: Bob Zitzlsperger 493-1610
Bob Burt 339-7482
Dick Behrens 451-6397

**IMPRESS THE WORLD! POST YOUR PHOTOS ON
www.omahawks.org, the Omahawk web site**

Gallery



Check out the new photo gallery! All Omahawks Members can now upload their own photos for the world to see!

To get started just follow these 3 simple steps:

1



Login to the Member Area.

2



Post your photos and **add** title and description info.

3



Share your photos and let everyone see.

(Continued from page 1)

HAWK FIELD NEWS



Hi Olie:

I wish that I could give everyone who has helped me out so far a thank you and I try whenever I can. Basically I'm trying to "pay my dues" by offering anyone help carrying their plane or retrieving it for them. Hope that doesn't seem strange to anyone but I want to help out while the club gives me knowledge and experience in one of the most exciting, challenging and probably most expensive hobbies I have ever had.

Eric Morgan

J Minear, reporter

(Continued on page 6)

HAWK TALK

INSTRUCTORS MEETING

[Photos by Steve Culver]

The annual instructors' meeting had a great turnout as about a dozen people met to kick the season off. Both instructors and ground crew attended as did our flight director, John Feneck. We have several people expressing the desire to be new instructors and we will be working with them to provide more help at the field on both Thursdays as well as other days and evenings. You did not need to attend the meeting to help out. If you have the desire to help others learn our hobby, please contact Skip Brown, W: 553-3611 or H:334-0818.

It can be very nerveing the first couple of times a new student is at the field. Just having someone around to check their plane, show them how to operate their radio and how the field impound system works can help ease the tension. This helps the student to better concentrate when it is his or her turn to fly. Come join the fun, Thursdays during daylight savings time, 6 until dark. We will fly while it is light and talk about it after dark!!

Skip Brown



LOOK AT THESE PEOPLE

Men like these have provided the flying sites, the programs and the training over the last half century that has made our hobby possible.

Think about joining them in their unselfish efforts to build an ever stronger and effective Omahawk R/C club.

HAWK FIELD NEWS

(Continued from page 5)

HAWK FIELD 04/13/06

The 2006 Hawk Field Flight Training Program is well underway. The first Thursday night session was blown away by thunder storms. However, the 13th was a super evening with lots of instructors and mechanics on hand, beautiful weather and 9 eager students ready to fly.

Parking Area - South to North



Membership Chairman R. Brown renewed Tom Vigillito's '06 membership and signed up Alex Brewer, a Missourian, in order that he may fly with us from our marvelous field this summer.

Great interest was shown in Tony Underwood's laptop computer, which allowed the folk to practice crashing without the muss and fuss of rebuilding.

One final word: Grandpa Ralph has requested that all good people have spreaders at the field on Thursday, the 27th and join the annual fertilizer party in order to not lose any flying time.

Eric Morgan, reporter

Fred Wilke flies Jerry Steno



GET YOUR STANDING BEAR FLYING PERMIT TODAY.

**\$5.00 MORE MAKES YOU AN OMAHAWK &
ALLOWS YOU TO HELP MANAGE THE FIELD**

FLY WITH A PURPOSE - PART IV

By Rusty Dose

Why do I want to set-up my model with precision?

The Basic Elements Reviewed

Flying with precision has a number of basic elements including the control system installation, airplane set-up, flight trim and verification, the basics of correcting for wind and a few fundamental flight techniques. Flying with precision is NOT simply flight technique and execution. Our goal is to minimize your flying "workload". This month we will complete model set-up to maximize your models consistency and reliability and run the engine.

Final Control System Details

To the extent you have been following along, you should have a model which is just about ready to fly. The previous articles have described a DIFFERENT process than you probably have ever considered while preparing your model for flight. Specifically, you have taken absolute steps to extend the life of your model because of your mechanical and electrical control system installation.

I cannot remind you enough about the importance of constantly affirming the integrity of all of your models vital systems including the motor/fuel, battery condition, receiver and all the servo connections including extensions and finally the servo arms, pushrods, clevises and control horns. We have all lost models due to our failure to replace a \$1.50 part.

Seal Hinge Gaps

At a minimum, I suggest you seal the gaps on your ailerons and elevators. Remember, we are striving for a model that responds consistently in a variety of attitudes and air speeds as well as reduce the chance for flutter. I cannot explain the complex aerodynamic principles. All I know is that a model with sealed gaps has more effective control authority. I assume this is because the air cannot "sneak" through the hinge line.

There are many methods of sealing the gaps, I am very lazy and dread this step so I have come up with a super fast solution which literally takes a few minutes per surface. It is much simpler to complete before the model has been exposed to fuel and oil...if yours has...carefully clean the bottom of the hinge line with a q-tip and a quality wax and grease remover.

We are going to use Dubro Electric Flyer Hinge Tape (part # 916, \$4.50). Also gather some painter's masking tape, a plastic squeegee or credit card (no "available credit" required) and a hobby knife. Cut a piece of Dubro tape about 1" longer than you need to complete an aileron and let it hang from the edge of your work bench. Place your wing, upside down with the aileron closest to you. (I assume you at least have one of your wife's best towels on your bench to protect the surface of the wing. An even better solution is to buy a 24" x 72" x 1" foam rubber pad from a fabric store for about \$16.) Deflect the aileron all the way down and use a short piece of painter's tape to hold it in this position. Take one end of the previously cut hinge tape and fold it in half. (Hey, if you just stuck the tape together, consider another, less complex hobby.) Some how, put this tape into the hinge line aligning with the centerline of the hinges. Take the free end of the tape and slightly pull with one hand and using the credit card and or plastic squeegee, carefully stick the tape to the wing and aileron, always making sure it is shoved in as far as possible. Consider having your airplane pal or, as a last resort, your wife (see below) to assist you. Obviously, trim the tape at the other end and burnish the tape to the wing and aileron. Confirm the surface moves freely and you are done.

It is very important to begin the process with a very positive frame of mind and with your family or small children out of the room. My first attempts created an enormous amount of stress along with a steady stream of special words. The tape method is cheap and can be accomplished very quickly. The results will match your model perfectly (the tape is transparent.) I have used this method for the last few years on tiny to 1/3 scale models with excellent results.

Run the Engine

For the purposes of this article, we will use the running engine to verify your fine installation work. Our focus is on the integrity of the fuel system, engine functionality, radio interference, vibration and the stuff that falls off. I will not speak to the operation the engine.

I have rarely run an engine in a test stand and prefer to simply break-in the

engine, in flight. Yes, there are many dangers and potential pitfalls to this method. Always follow the manufacturer's instructions. I find that modern engines are engineered and manufactured so well, that a few tanks of running is all that is needed to set a reliable idle and conservative top-end.

Fuel the model per the method you determined when you built it. While fueling, is fuel pouring from the carburetor, muffler or tail? If it is, you need to fix the problem so that fuel only comes out of the over-flow, when the tank is full. Place the model in a sturdy "stooge" AND have a pal hold on to the model. Turn on the transmitter THEN the receiver and check all of the controls for proper direction. Have your pal confirm ALL surface movements and their coordination with the transmitter.

Start the engine and adjust per the manufacturers instructions. Walk away from the model and test all control movements per the radio manufacturers specifications outlined under the "range check" chapter of the manual. Confirm that all functions are proper and run the engine for an entire tank operating all controls. Don't forget to have your helper hold the model nose up and down as well as giving it a vigorous shake or two, all while the engine is running. Listen for RPM changes and or engine quitting. Check the temperature of the motor to see if it feels okay. No, this is not very scientific but, do it any way. If the engine is unusually hot, you may need to change your engine set-up including prop selection, muffler and cooling. Check to see where all of the exhaust residue lands. Did you properly fuel proof the areas you expected to be exposed to oil?

Finally, take your pride and joy apart and see what fell off. Inspect the entire model and don't forget to pull on every hinged surface to make sure they are solid.

Now you can test fly your model. After advancing the throttle, you will in all probability, need to add some right rudder. **I promise you, after you read the next few articles, there is no such thing as an airplane that comes off the work bench perfectly trimmed!**

I want to change and manage your expectations, fly with a purpose. *Rusty*

**SUPPORT YOUR AMA
JOIN TODAY**

"Hawk Talk"

Voice of the Omahawks

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Web Site: www.omahawks.org/

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PAID
Omaha, NE



Learn to Fly R/C

Omahawks

Omahawks R/C Inc
991-8644

omahawks.org

**138th & Fort
Standing Bear Lake
Recreation Area**

Omahawk/Hawk Field promotional banners
to be supplied to all area R/C shops... Look for them.

BHS COMPETITION DAY

For over a decade The Omahawks R/C Club (under the guidance of former Manual Arts instructor, Fred Wilke) has assisted in the production of Benson High School's annual Tech Competition Day. Fred's report of the April 15th event follows.

The Omahawks once again sponsored the aircraft segment of the event and also displayed an impressive array of R/C aircraft including Kevin Hyde's Bobcat, Jim Henley's Great Planes Stearman. Dan Waltz brought the Omaha B-29 and Membership chairman, Ralph Brown offered Omahawk club information and displayed the authentic yellow club flight trainer. [You know---the one with stickers all over it.]

Indoor flight was demonstrated by Dick Behrens, Keith Paskewitz, Tony Underwood, and Fred Wilke. The students and parents showed a high degree of interest in all of the activities, and some indicated an interest in coming to Hawk Field on training night to investigate our club activities.

Fred Wilke

