

Hawk Talk



Hawk Talk

THE VOICE OF THE OMAHAWKS R/C INC Vol 69, #04
Corporate Office- 15442 Seward St, Omaha, NE
68154-4116

President... Rick Sessions
Vice Pres... Luke Hughes

Editor/Publisher
Joe Hunt

Secretary... Paul Edmunds
Treasurer... Kevin Hyde

NEXT GENERAL MEETING: Friday, April 24, 2020—7:00 PM – 9:00 PM - Call in PC/Phone using APP
Zoom MEETING PROGRAM: Club updates, virtual cookies, bring something to show online.

NEXT BOARD MEETING: Tuesday, April 21, 2020-- 7:00PM – 8:30PM Call in PC/Phone using APP Zoom
MEETING PROGRAM: Club updates, virtual cookies, committee updates

NEXT

Please be advised that Hawk Field is closed!!

Until further notice because of the Parks Closure ordered by the Mayor of Omaha. We have put on a new key lock that only Luke has a key for.

We sent Brook Bench an email asking for an exception to use our field but have not heard back yet. I will let you know when we hear back from Brook.



President's Message

I hope you and your family are all doing well during this unprecedented time! We are bummed that our training program and night flying activities have been postponed until at least May. However, cancelled: programs, events, work projects, business plans, travel, sporting events and many other activities have all been casualties of this deadly Corona virus! Events can be rescheduled but our health

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and wellbeing cannot be compromised.

Your officers and board members have not been idle. We have conducted necessary business meetings by Zoom (an online meeting App) We've begun to issuing's of keys, selected a new web site developer, tested the web site, loaded our data and will roll out the new web site this month (see article later in News Letter)! We know you will like what you see with the up to date, functional, easy to use and informative new web site! Additionally, plans and site work have begun for the rest room structure at the field.

As I write this message, the Mayor has just closed all city parks until April 30th ...anybody got a personal flying field we can use?

Rick Sessions

2020 Omahawks Event Schedule has been suspended

Need help with a build project? Please contact one of our Technical Advisors.

New Pilots/Training/Equipment -

Bob Wheeler rjwheeler01@gmail.com

Tom Floyd tom.floyd@cox.net

Nitro/Gas Engines -

Harry Perkins hpairboat@msn.com

402-201-6761

Bernie Baker bjb050@cox.net

Electric Motors/Battery/ESC Systems-

David Haney davidhaney2017@gmail.com

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402-506-2358

Radio/Receiver

Ed Paasch bigedmustafa@hotmail.com

402-321-3781

Tom Floyd tom.floyd@cox.net

Kit Building/Repair

Ron Pacana rpacana@q.com

Test Pilot for Maidens/Repairs

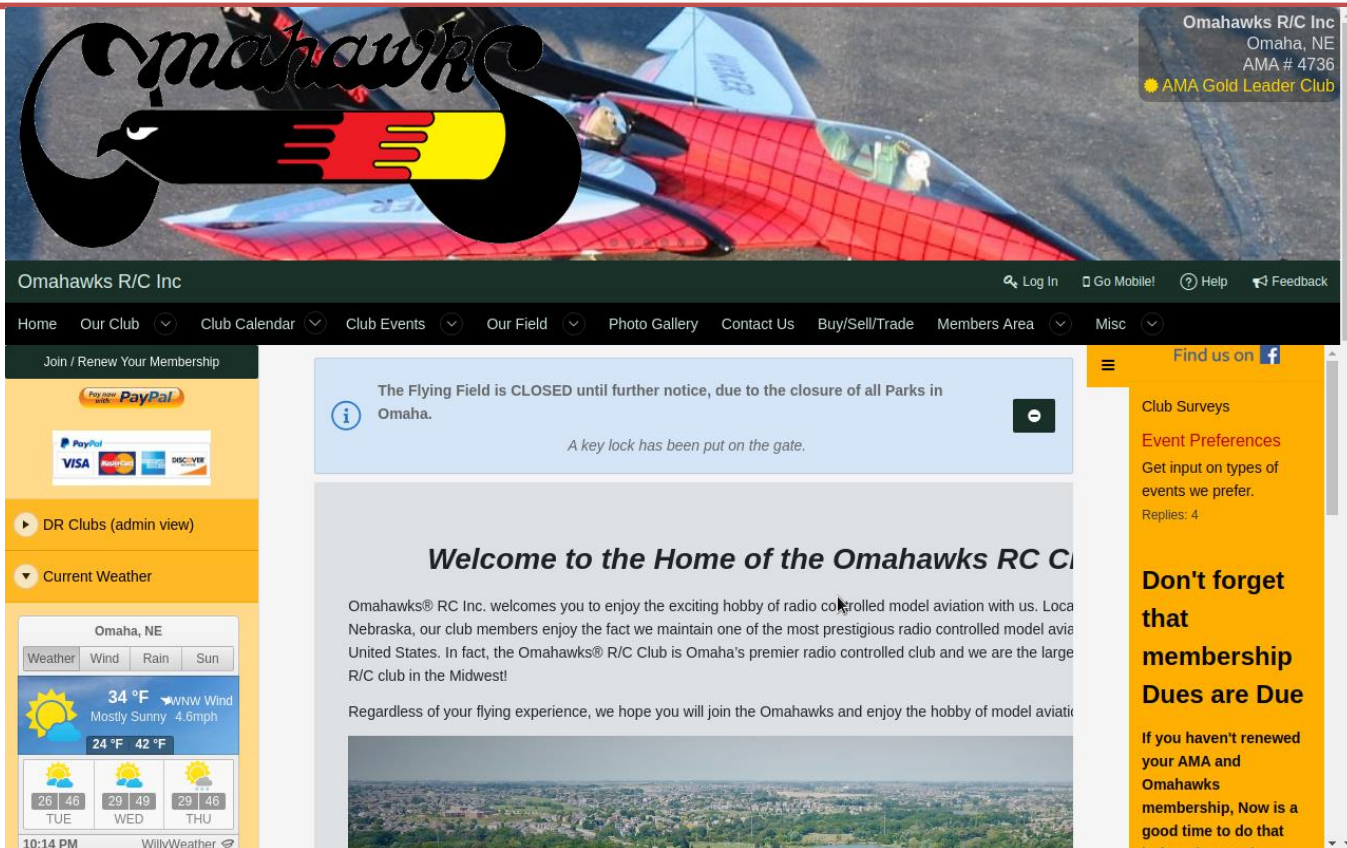
David Haney davidhaney2017@gmail.com 402-506-2358

Featured Article

NEW WEB SITE ON THE HORIZON

As many of you already know the web committee has been working hard to establish a new web site for the Omahawks Club Web Site. Over the last eight months we explored several options and received several bids. In the end we chose a web developer that has a multi club site already built, which can be customized to fit our unique club structure. The developer is called "DualRates.com" which is owned and managed by a one Jeff Ritschel from Columbus Ohio. I gave a preview at the general meeting last month held on the Zoom online Video App. Jeff and I have been working to get the membership database transferred and updated over the past several weeks.

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I'm happy to announce that the site will go live on April 13.

Thanks to the web committee for working with the test site and getting it ready to go. The Web Committee members are: Cole Meyo, Rick Sessions, Dan Fitzgerald, Mikey Furrow, Joe Hunt, Bill Alexander, Skippy Haney and Kevin Hyde.

When you see these guys at the field tell them thanks for their work on the site.

What does this mean for you? Well, those old usernames and passwords you had to remember? You can now forget them. You will be getting an email from me detailing how to log in to the new site. You will be able to pick your own New Username and Password (yes, you'll need to remember these New Ones instead).

Part of logging into the site will require updating your profile and making sure the information provided is correct and accurate. You will also be required to provide a picture so find a selfie that shows your good side. The web site address will remain the same, so no changes there your bookmarked link should work as normal..

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Omahawks.org , Omahawks.net and Omahawks.com sites will be combined.

Please allow for the transition period on April 13th and 14th, 2020. The site might be temporarily down!

Once you are on the site please feel free to explore and see what information is available. You will have the ability to explore the calendar and see who is planning to fly when and add your fly dates too. There is a photo gallery capability. Add some pictures if you like. There is a buy/sell/trade section so you can get some of you airplanes out of the basement. If there's anything you don't see and would like to add let me know. If there's anything that you think needs to be changed or updated, please pass that along as well.

I hope you are excited about this site as I am. It looks great and will provide a super way for other to find out about the club.

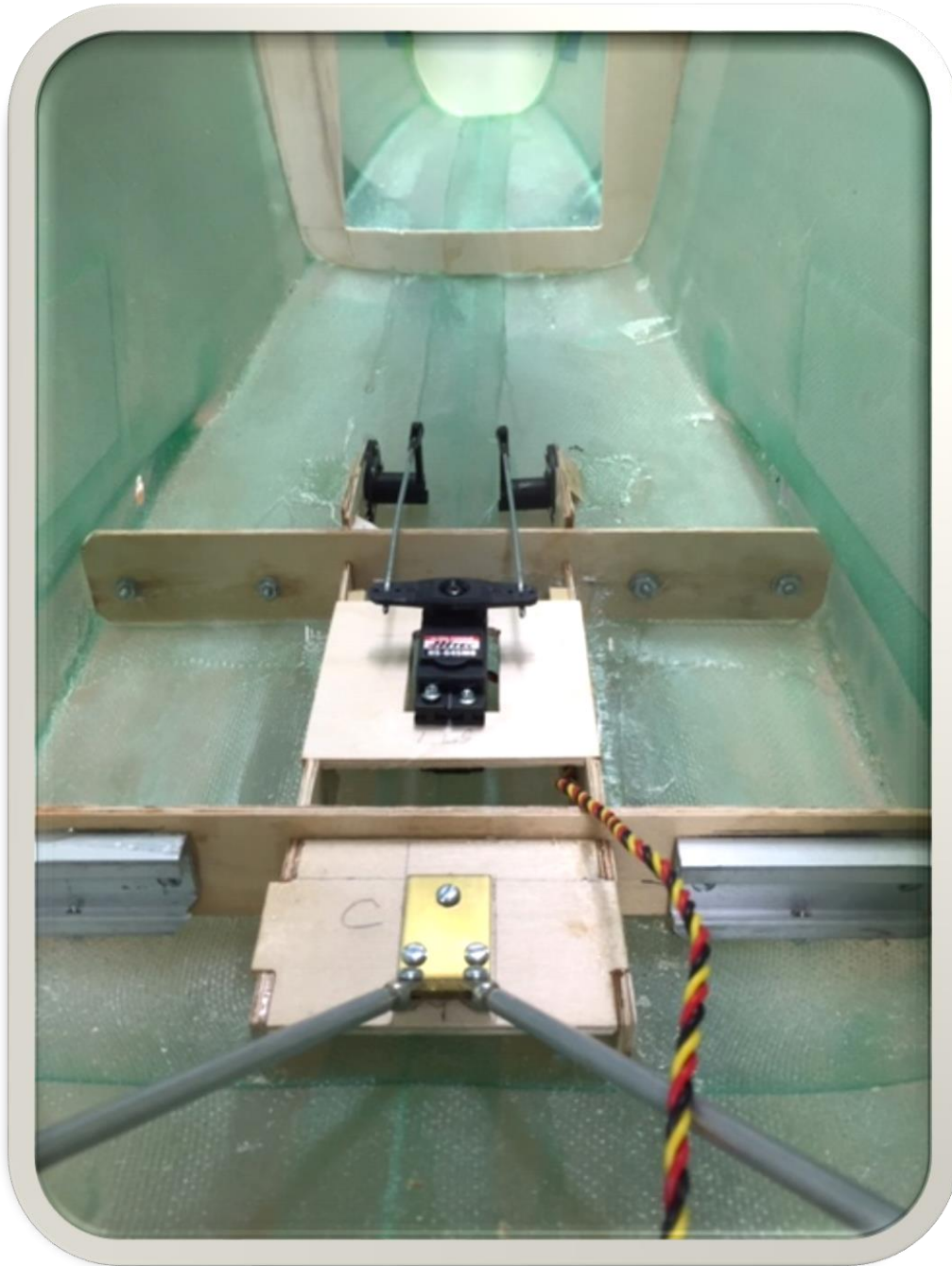
Kevin Hyde

Staggerwing Build Part 2

By Bernie B

Now that we're back from Phoenix and the Coronavirus has everyone hunkered down, I'm getting some good traction on the Staggerwing featured in last month's Newsletter.

Most of the internal mechanics are finished, which is the bulk of this build. Cabin struts have been installed, which are needed if you decide to cut out the windshield and side windows.



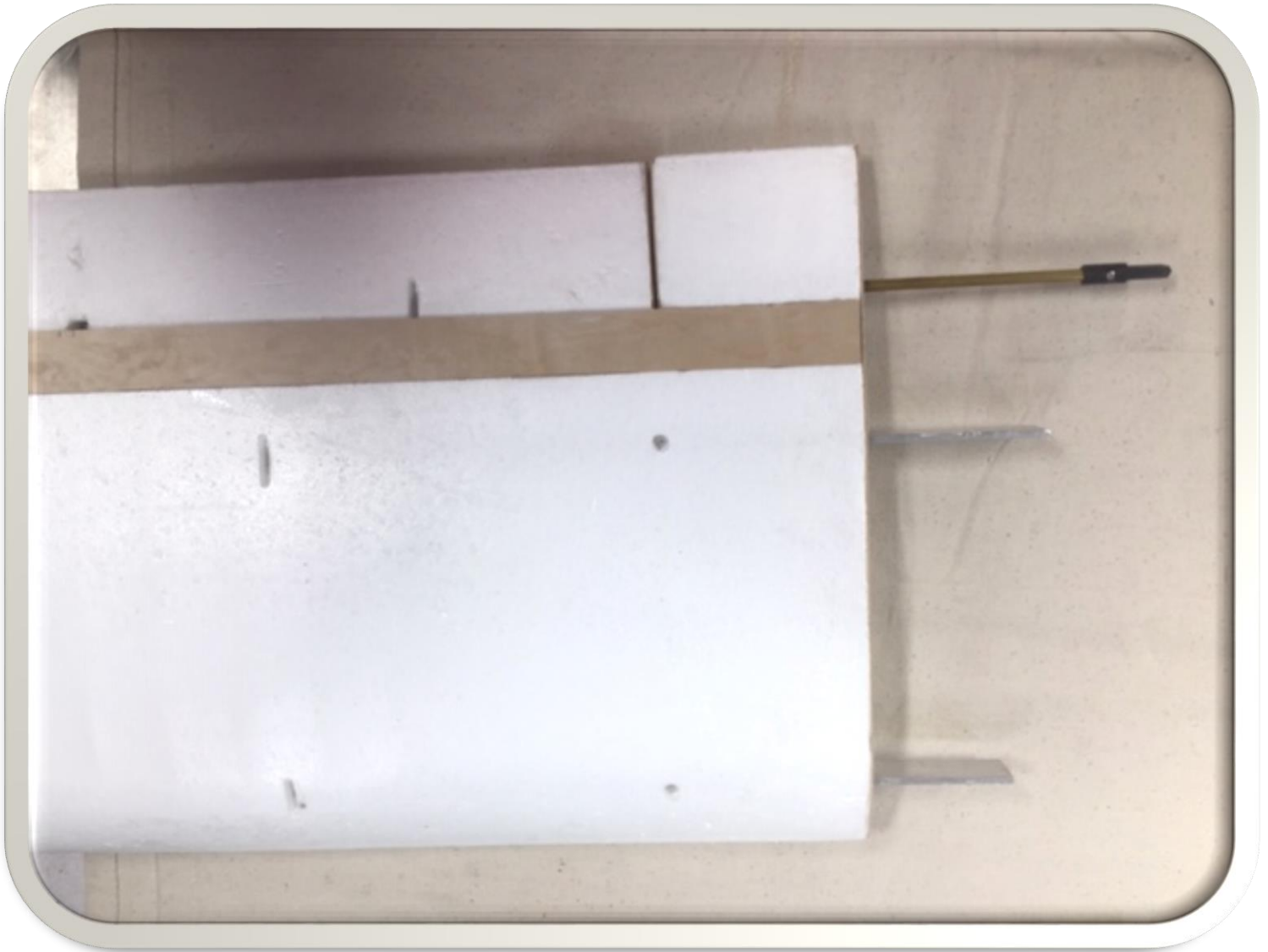
Stagger Wing internal Picture
Photo provided by BernieB

I also added a former to stiffen the fuselage mid-way toward the back of the plane. I thought it was a little weak without one.

The aileron and flap linkages have been something totally different and are

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well-engineered. There are no exposed pushrods or horns on this model. Everything is internal. A torque rod is epoxied into the aileron and flap.



A torque rod is epoxied into the aileron and flap.

The other end of the rod has a square fitting that slides into a socket when the wings are installed. These sockets have arms which are then connected to the servo. Pretty clever.

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Great Picture Bernie, thanks for sharing it with us!

With all this time spent at home, my wife actually asked me if I had another plane to work on after this one. **Of course!!**

Happy building and I hope you're all staying healthy, Bernie!

Past events

Interesting article in our Clubs historical Newsletter archive

AEROMODELING AND THE NATIONAL EMERGENCY

The time has come when we must speak up on this matter of when and where model airplanes can be flown with safety.

National defense activities have stepped up commercial and military flying in all parts of the country, and at the same time, heightened interest in model aviation. Therefore, the aeromodeling leader and each member of his group must be more cautious than ever and exercise extreme care when flying model aircraft.

Model airplanes must not be flown in settled areas, near or off airports—without express approval of the manager, on or near Federal airways, or in any other spot where common sense says it would be unsafe to do so. We must make every effort to meet the growing interest in contest flying and sport flying, but we all must make certain that model activity does not jeopardize full-scale activity.

We must stop fooling ourselves. Model aviation is important—mighty important, but even more so is aviation. We will get full cooperation for our model activity just as long as we do not interfere with aviation activity. If we live in a large city, we must travel outside that city if we expect to fly our models with safety. If we have been accustomed to flying off airports which have been commandeered for national defense activities, we must get far away from those airports. If new airline routes have been established over sections which have been open for model flying in the past, it is essential that new model sites be found, away from those scheduled airline paths.

This is still a big country and there are still plenty of flying sites for anybody who wants to take the trouble to look for them. The greatest effort in history is now being made to prepare for an adequate national defense. It is a small sacrifice to ask model builders to change the location of their flying, to spots farther away than their present model sites.

This is a time of national emergency. Model builders must realize this. Model leaders are charged with the responsibility of explaining these problems to the model builder. It is your duty as a patriotic American citizen interested in the advancement of aviation in this country to see that every model flyer in your locality does nothing to jeopardize this vital aviation activity.

This excerpt was from Apr – Jun 1941

HOW TO BUILD LIGHT WEIGHT FLOATS AND ATTACH THEM TO YOUR PLANE

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A simple homemade float that works well is patterned after the Chuck Cunningham design that was published in model magazines about 15 to 20 years ago. Many use this design in the Omaha, Nebraska area. A description follows.

Float Material. The floats are made from Styrofoam. Boat dock weight Styrofoam or strong insulation foam is the preferred. The bottom of the float is flat and usually covered with thin plywood or epoxy/fiberglass or painted or a combination of these. A small piece of hardwood is epoxyed to the top of the float (see photos). The writer used a piece of 3/16 by 3/4 spruce on 4 inch wide 40 inch long floats. On 3 inch wide 36 inch long floats, he used 3/16 by 1/2 spruce. This piece is also anchored into the foam with wood dowels (see illustration). This gives necessary strength to the floats. Some use polyurethane to paint the entire float. Having a thin coating of paint or epoxy on the floats protect them from exhaust fuel and makes them easier to cleanup. The flat bottom gets the plane up on step quickly when taking off. Some also install thin plastic splash guards on the front inside of the floats.

Dimensions and Layout. Refer to illustrations. This shows the setup for planes with a tricycle landing gear. For this type, the rear landing gear can be kept in place and the nose wheel mount can be used to attach the front of the floats. For trail draggers, a new rear landing gear needs to be installed. The step is located under (to 1/2 inch aft) the CG, too retain the CG with floats attached, for both types of landing gear. To steer the plane on water most use a water rudder attached via cable to the nose wheel servo.

The float spread or distance between them is recommended as 25% of the wing span or 50% of the float length. See photo for a way to get this desired spread. The spread helps keep the plane from tipping over in windy conditions. However, some just use the normal wheel landing gear spread. The spread should also be stabilized at the rear landing gear with wire or hardwood, connecting the floats. Some also provide diagonal wire bracing to stabilize forward/backward movement of the floats...The front of the floats should be a few inches ahead of the propeller. The bigger the plane or prop the more distance. For example, with a 10 inch prop on a .32 engine, with 36 inch long floats the writer had distance of 4 inches. With an 11 inch prop on a .46 engine, with 40 inch long floats, there is about 5.5 inches. Using

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75-80% of the fuselage length for the float length should achieve the desired distance. The bottom of the prop should be at least 2 inches above the top of the floats.

Positive angle of attack attachment. Chuck Cunningham said, "The most important item in attaching the floats to the aircraft is to make sure that the wing of the model will be located at a positive angle of attack. You want the wing to lift the aircraft out of the water, not glue it down. An easy way to decide how much to lift the wing is to remember that 1 degree of incidence is equal to 1/16 inch at 3 inches. If your wing has a 12 inch chord, then 1 degree will equal to ¼ inch." He started using plus 2 degrees. If lift off is still a bit sluggish, then he said to add another degree to the float. Some builders eyeball to attain a small positive angle between the top of the floats and flat bottom wing or center of symmetrical shape wing ribs. The following table can be helpful.

<u>Wing Chord</u>	<u>1 degree</u>	<u>2 degree</u>
9 inch	3/16 inch	3/8 inch
12 inch	¼ inch	½ inch
16 inch	5/16 inch	5/8 inch

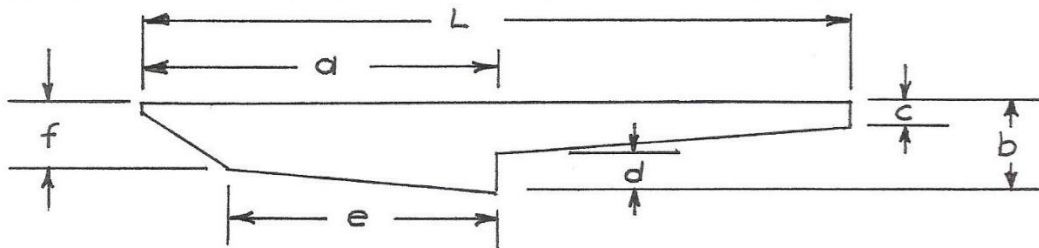
Engine. Flying off water usually requires a slightly stronger engine than flying off land. A plane with a 73 inch wing span, like the SIG LT 40 or Telemaster, fly well off water using a .46 two cycle or .52

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four cycle engine, using these homemade floats. Other good combinations use an OS 46 or 40 FX with a Senior, Avistar, Sea Master, etc. The writer also uses an OS 32 SX with a Senioritta. On taking off, especially if the engine has marginal power, care should be taken to not pull up too soon after the floats break with the water.... A plastic prop should be used as a wood prop may break when it gets wet.

FLOAT DIMENSIONS IN INCHES(CALCULATIONS FROM CHUCK CUNNINGHAM DESIGN)

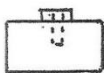
FLOAT LENGTH = 75 TO 80 % OF FUSELAGE LENGTH (PROP TO TAIL HINGE)



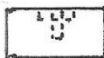
	34	36	38	40	42	ENGINE SIZE	FLOAT WIDTH
L	34	36	38	40	42	10 - 25	2 in +
a	17	18	19	20	21	30 - 40	3 in
b	2.72	2.88	3.04	3.20	3.36	45 - 80	4 in
c	.48	.55	.63	.70	.77	90 - 1.2	5 in
d	.75	.75	.75	.75	.75		
e	12.8	13.5	14.3	15.0	15.8		
f	1.83	1.94	2.04	2.15	2.26		

HARDWOOD BRACING

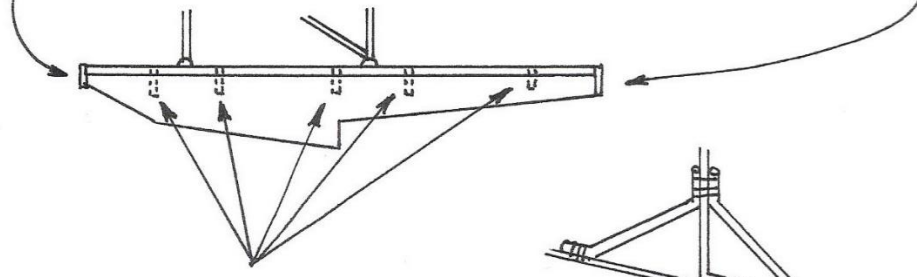
ON TOP



OR
INSERTED



EPOXY 1/4 INCH HARDWOOD TO FLOAT/BRACING NOSE
WATER RUDDER ATTACHED TO HARDWOOD, EXPOXYED AT FLOAT/BRACING END



1/4 INCH DOWELS
STEP IS UNDER CG

NOSE LANDING GEAR REPLACEMENT
WRAP AND SOLDER JOINTS

(EPOXY DOWELS IN FRONT AND BACK OF WHERE LANDING GEAR FASTENS TO FLOATS)

(March 2014)

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One way to spread and fasten the floats. Setup has diagonal bracing on rear landing gear, laminated hardwood connecting the rear floats and one water rudder.



Much used LT 40 with OS 52 FS and Cunningham floats. Floats have thin ply on bottom. Setup has no diagonal bracing, normal landing gear spread & one water rudder. Pilot-Bob Zitzspurger.

Omahawks March 2020 Member Meeting Minutes

Via Zoom: March 27, 2020

36 members connected

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Officer/Chairman/Editor Reports:

Treasurer Report: (Kevin)

Membership Count: 86, which lags last year by about 10.

Web Site improvement: Kevin/Mikey/Others: We are identifying key functionality desired and searching for quality web designers to evaluate. (Dual Rate web developer was found by Joe Hunt. Committee is seriously evaluating them. **We are preparing for an April roll out of our new web site!**)

Newsletter Report: (Joe)

Steve F and Norris will help Joe. Member profiles to be done. Member articles previously published in Tailspin to be included. **Upcoming Interviews of key members!**

Old Business:

Runway/Field Improvements: Luke: Targeting all improvements to be done by May. Small warning signs will be placed at the key entry points for walkers on the field. New electrical line to pavilion. Restroom structure to be pre-fabricated soon.

Keys: will be issued starting late March and will be numbered with a “do not duplicate” stamped on them. **The combo lock will be kept on during transition.**

Port-A-Potty structure: Luke: will pour concrete pilings for deck expansion at same time we pour this slab.

The 10 person and 6 foot social distance rule was reiterated. (Subsequent guidelines were emailed to all members, then the Mayor shut down all parks...stay tuned.

Officer/Board: Project Alignment for each position: Board reports

Flite Test build: First Student Pilot Build on 3/5 very successful as 8 kids got their chuck glider built in one sitting. Thanks Luke, Paul, Tim and others! (Subsequent Student Pilot Builds: cancelled due to Covid-19.)

STEM engagement, Millard event- June 13 still a go.

Marketing ideas: Norris, form committee to complete A/V club promo. Needs input on slide presentation/video show.

Multi Wing, Boy Scout events—dates TBD

“Calling tree”, focus on new members-- **Tom G. has a welcome letter to email for new members.**

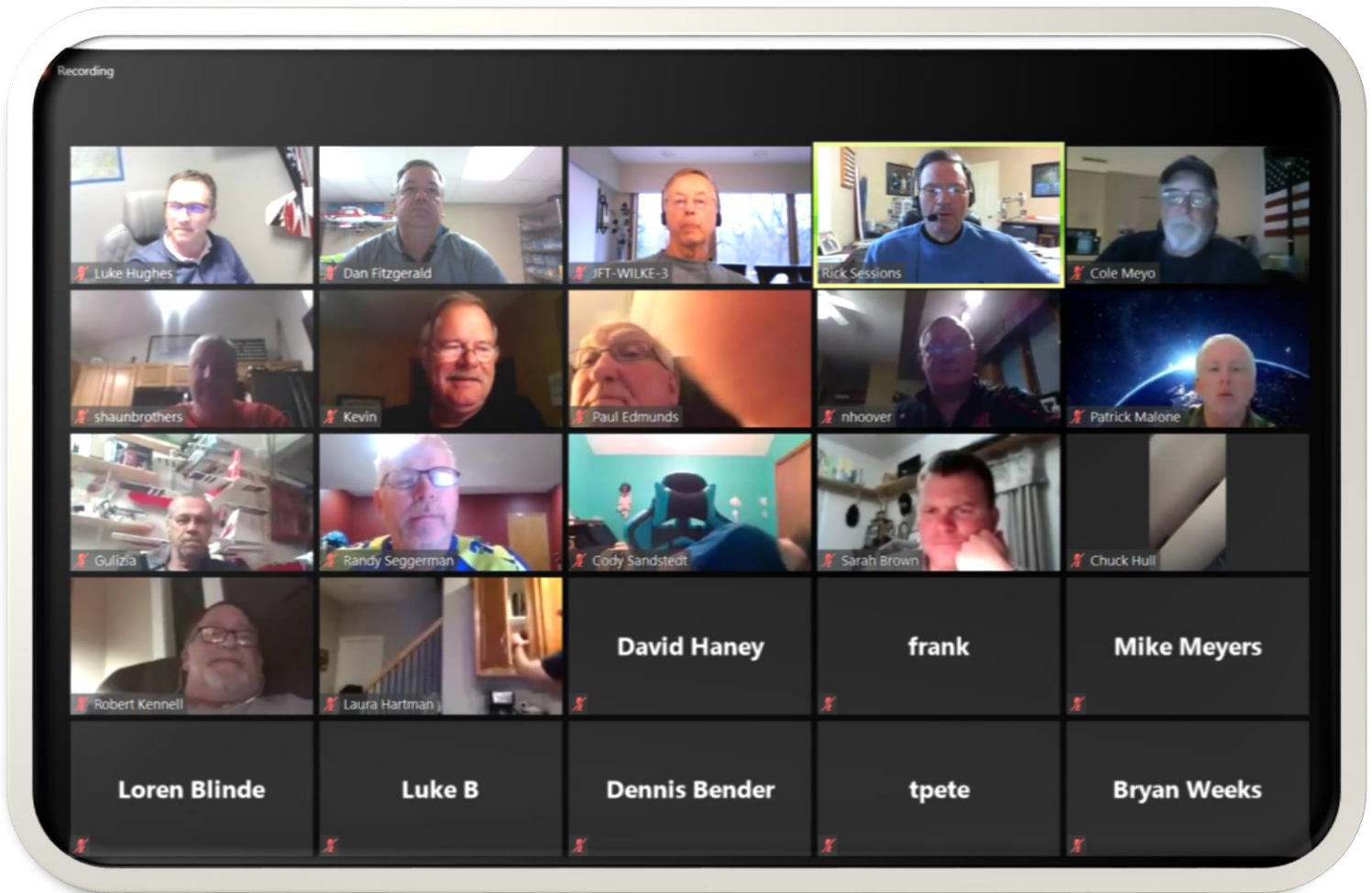
Advertising for Labor Day: large helium balloons, tethered 200+ feet high to call

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FAA comments—Over 53,000 submitted! Many months of silence.....while the FAA categorizes the comments and decides how to resolve major concerns.

Training night—ideas, input. Rick met with instructors at 3/9 “kick off” meeting. Be watching for some fun new activities!

We will have a “modified” training night to follow the 10 person group rule and the need for social distancing. (Subsequently postponed both training and night flying until no sooner than May.)



Omahawks March 2020 Member Meeting Via Zoom App

Photo provided by Dan F

New Business:

Paul explained how he hooked up LEDs on his plane for the Monday Madness after dark flying.

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NOTE:

An Emergency Board meeting held April 4th at 7pm Because of the State and City REQUIREMENT of No More than 10 people congregate and the 6' distancing Rule. There will be NO MORE THAN 10 People allowed on the Flight line, either on the benches, Pavilion, Bleachers or the Flight line, if an 11th or more people show up they MUST REMAIN in there cars till a Flyer either leaves or goes to their car so another person can fly. It is requested that they rotate at 30-minute intervals This will last at LEAST till the End of April or until the State and City lift the rule. (Subsequently, the Mayor closed down all parks.)

For now all meetings will be held on ZOOM and NOT meet at the field

Member Meeting: March 27, 2020 via Zoom Teleconference—Program: Jet tips, gyros (use YouTube videos) LED lights: how to install for night flyers.

Video of Jet gyro features on Spektrum for those interested by Luke H.

Upcoming Events Field Currently Closed