

## Hawk Talk



# Hawk Talk

THE VOICE OF THE OMAHAWKS R/C INC Vol 67, # 08  
Corporate Office- 15442 Seward St, Omaha, NE  
68154-4116

President... Rick Sessions  
Vice Pres... Steve Farner

Editor/Publisher  
Joe Hunt

Secretary... Greg Nelson  
Treasurer... Kevin Hyde

NEXT GENERAL MEETING: Friday, Aug 31, 2018—7:00 PM – 9:00PM \*Standing Bear Lake Park, at 138th and Fort Street...

MEETING PROGRAM: Club updates, Dinner offered, bring something to show at the meeting!!

NEXT BOARD MEETING: Tuesday, Aug 21, 2018-- 7:00PM – 8:30PM \*Church of the Cross, 1517 S 114<sup>th</sup> St.



### President's Message!

Greetings!

It is hard to believe that Labor Day is less than a month away! We all know what that means: the airshow is just around the corner.

Pass the word along to your friends and neighbors to come out to Hawk Field on Monday, September 3rd and enjoy the spectacular airshow.

Rumor has it that even a super hero will be flying by! As we have done for over 35 years, **all the profits will go to Make-A-Wish foundation** to make a special trip possible for a child in need.

See you at the field! Rick Sessions

**Omahawks General Meeting, July 27, 2018, CTO 7PM.**

CTO 7PM

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Rick Sessions leads

**Offutt Air Show Aug 11/12. Skippy has the list of volunteers.** Tell him if you want to attend. He will handle the security clearances. Dennis Bender is also helping.

Newsletter is going well. Input is requested. Talk to Joe Hunt.

Aug 11/12 Pattern Contest. **Bob Wheeler is coordinating.** Preparations are on track. Omahawks contestants are competing well in this Regional Meet. Hawk Field is closed Saturday and Sunday.

Membership is now 110. Right on track with last year. 14 new members so far this year. Welcome!

Labor Day Air Show. Ed P will spearhead again!! We are so grateful for his faithfulness in this area year after year. Need casual helpers for crowd control etc. It's our big day of the year. Many hands make light work. Please be open if someone asks if you can help out.

Tell Larry M if you know of someone who might offer a Sponsorship.

Training Night needs volunteer instructors.

This Saturday (tomorrow) will be a work day to seal cracks in the runway.

2nd Wednesday in August is Old Timer fly. It got left off the calendar.

Jet Meet at Ottumwa, Iowa is the 24th thru 27th of August.

This year's Auction is early, **on September 30th.** Many helpers are needed to make this go smoothly. Talk to Kevin Hyde. We still need someone to do concessions.

Steve Peck's Estate sale is the 18th of August. He had many airplanes and related items contact Fred W.

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Adjourned 7:30

### Omahawks Board Meeting Minutes, July 17, 2018, CTO 7:00 PM.

Rick S, Rick H, Gary V, Dennis B, Steve F, Kevin H

Offutt Airshow names have been submitted. Additions are possible. Talk to Dennis B or Skippy H.

Treasurer's Report. Membership count is now 111. Bank Balance is growing slightly. No big surprises.

Newsletter looks great. Thanks, Joe! Would like to see a monthly member interview if possible. Should the newsletter accept advertising from members to let other members know who we are and what we do?

Hobby Town fliers continue to get the word out. Hobby Town airplane selection seems to be increasing as well.

Pattern Contest is on track. The Roberts Wheeler and Green are spearheading.

Labor Day. It's time to be making plans for specific parts. This works when we all pull together. Be open if someone asks if you can do some small part.

Field Work Days. Only 1 person showed up to seal the runway. Would like to get the runway sealed before cold weather to protect it. Next Work Day will be Saturday the 28th. All members will get a reminder email when we get closer to the day.

Dennis B still has some shirts and hats people ordered.

Training night is going very well. 8-10 active students making good progress.

Next meeting July 27th at Hawk Field 7PM.

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

### **New Pilots/Training/Equipment -**

**Bob Wheeler** [rjwheeler01@gmail.com](mailto:rjwheeler01@gmail.com)

**Tom Floyd** [tom.floyd@cox.net](mailto:tom.floyd@cox.net)

### **Nitro/Gas Engines -**

**Harry Perkins** [hpairboat@msn.com](mailto:hpairboat@msn.com)

402-201-6761

**Bernie Baker** [bjb050@cox.net](mailto:bjb050@cox.net)

### **Electric Motors/Battery/ESC Systems-**

**David Haney** [davidhaney2017@gmail.com](mailto:davidhaney2017@gmail.com)

**402-506-2358**

### **Radio/Receiver**

**Ed Paasch** [bicedmustafa@hotmail.com](mailto:bicedmustafa@hotmail.com)

**402-321-3781**

**Tom Floyd** [tom.floyd@cox.net](mailto:tom.floyd@cox.net)

### **Kit Building/Repair**

**Ron Pacana** [rpacana@q.com](mailto:rpacana@q.com)

### **Test Pilot for Maidens/Repairs**

**David Haney** [davidhaney2017@gmail.com](mailto:davidhaney2017@gmail.com) **402-506-2358**

### **Extra Set of hands, inexperienced but willing to assist in all phases**

**Joe Hunt** [yovanguy@gmail.com](mailto:yovanguy@gmail.com)

**402-291-9039** (leave message)

## **Past Events:**

**Old Timer Event Confusion.** Most people new to the model airplane hobby think that old timer events are for older people. This is not the case as AMA pilots of any age can take part. The old timer events refer to the model planes that were designed for free flight, beginning in the 1930s, before radio control.

The national group that organized, investigated, and listed the approved models, then made competition rules, is called the Society of Antique Modelers (**SAM**). The SAM competition rules used to be for models that

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were designed prior to January 1943, however, in the latest 5 year revision period of the SAM rule book, which was published in 2015, this upper time limit was changed to those designed prior January 1951. This change was made to (1) allow more models and pilots to take part in the annual contest (SAM CHAMPS) , as participation has significantly decreased and (2) be similar to that used in Europe.

The SAM rule book for competition is for climb and glide events. The climb is limited to an engine run (LER), which may be 18 or 23 seconds or the amount of fuel allowed. Contestants try to fly their planes as high as they can and then stay up as long as they can during the dead stick glide, searching for rising air thermals....Only a few people, nationally and locally, take part in these contests as they prefer to just fun fly these light wing loading models. They can be flown very slowly. There also is a lot to admire of the various designs.

**Editor's Note:** Dick has mentioned to me that the OT events at Hawkfield are typically only fun flies. I want to mention this as it seems somewhat intimidating to a beginner (me) with all these SAM contestant rules to follow.

**Aug 8, Old Timer Fun Fly.** The wind was 8-10 mph mostly from the SE. Good weather and turnout. Twelve pilots flew with others joining for lunch. Flying were: Tom Floyd, Dennis Bender, Frank Vanecek, Tom Egbert, Jud Bock, Lorene Blinde, Bob Turner, Randy VanWinkel, Wade Pierson, Tim Peters, Rick Sessions, and Dick Behrens. There were about 18 OT planes there. Tom Floyd counted nine Quakers, almost all built by Frank Vanecek.



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Two Powerhouses by Tim P & Dick B



Double Diamond Demon by Jud B



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**Buccaneer by Dennis B**



**Zipper & Dennyplane Jr by Lorene B**

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**Randy VanWinkle & Wade Pierson**

### **Future events:**

Schedule at bottom of document.

### **Next FLOAT FLY**

**September 22, 2018**

**138<sup>th</sup> & Fort St, Omaha (2 miles west of I-680)**

**Coming morning events**  
**Aug 22 Wed Elec Sailplanes**  
**Sept 12 Wed Old Timers**  
**Sept 19 Wed Elec Sailplanes**  
**Sept 22 Sat Float Fly**



**New Member Meet and Greet:**

**Robert (Bob) Clauss**



**84" WS Power House**

Hello Omahawks,

My name is Robert Clauss (Bob) and I recently joined the Omahawks RC Flying Club. I was introduced to model airplane building at the age of eight by one of my uncles. He sat with me and helped build Stick and Tissue rubber powered "masterpieces", hey, I was eight! I continued advancing through crash after crash until I discovered C/L. Again more crashing until I finally caught on and began having success. Next step would be to RC right? Who could afford those R/ C Radios back then?

When I was sixteen, we discover Girls and Cars so modeling took a back seat. Finished High School and went to PENN STATE for Drafting and Design Technology. I had no

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idea what I wanted to do for a career so I took a job with an Electronic Organ Company offered at a PSU Career Day. Hated the job but hung in to get the experience and the board time.

During this time I married my High School Sweetheart Sarah (Sally) and kept wandering what I really wanted to do. I got back into modeling with C/L and found out how much I loved it.

At 50, I thought, "I had Aeronautical classes in school, success with models that I really enjoy, I can design and build my own creations now so why not". I sent a resume to all of the Model Kit manufacturers in the US. I got a few replies and choose Sterling Models in Philadelphia. It was close to my hometown of Allentown PA. I worked for twenty five years at Sterling as the kit designer and production manager with over two hundred kits marketed. I learned to fly RC while at Sterling and got my first Radio thru the generosity of the owner and founder of the company, [Ed Manulkin](#). After Ed's death the company was sold, I moved on and formed our own company: Todays Hobbies.... Sold that company and retired. I was a member of the KRC club in PA.

I am now married for 59 yrs. to Sally, have three boys, (Kevin, Keith, Kris), ten grandchildren

**Editor's Note:** Thanks Bob for stepping up and sending in your article! I challenge all our new members to submit a couple of paragraphs about themselves

### **Feature Article**

Earlier this month I asked our club members for their inputs into some ideas for the perfect methods of RC Plane/Helicopter/ Quad Removals from trees for this Omahawks Newsletter...

Asking for their **tried and true** successful methods of plane removal, as well as any other suggestions or other ideas you may have.....

Although this is a topic I believe that every pilot winds up considering either earlier or later in their career. It became very personal for me about two weeks ago when my Sportsman S+ was performing its own Loitering/ Holding Pattern function maneuver at Hawk Field... and one of the trees on the North West corner of the field jumped out in front of the plane....**that's my story and I am sticking to it!**

Needless to say the outcome was quite predictable.

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Actually currently there three different planes in three different tree's alongside the Hawk Fields' runway on the North west side of the field, mine is the furthest North at a height of 60 feet.

I received a great many responses to this specific topic, I will list them here in no particular order. I am not judging these ideas for accuracy or merit just presenting them here for your reading pleasure...

**From Keith K:** I have used multiple pieces of the 10 foot sticks of schedule 40 grey pvc conduit to remove planes from trees successfully. They are easy to stick together and then take apart when done. The trick is to use the tree limbs as guides to help poke a plane out when it is 30 to 40 feet up in the tree. The conduit gets real flimsy when it is that long.

I have also used a softball on the end of a rope to yank a plane out of a tree. However, it is much more difficult to "lasso" a trim limb close enough to a plane to get it out.

I had a plane @ 60 feet up that I couldn't reach. I simply waited till after a storm and the wind had blown it out and I was able to retrieve it from a lower branch after the storm.

**From Gary V:** A chainsaw, or a trained monkey. 😊 Sorry I couldn't resist. But if you do figure it out let me know.

**From Bob H:** Use a "[monkey fist](#)" - like they do in the Navy. A small weight attached to a light string either thrown or dropped over by a long pole.



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No good for very high trees.

**From Dennis B:** CHAIN SAW or OK 2 10 LENTHS OF 1" PVC STIFF ENOUGH AND STILL LIGHT ENOUGH TO USE. YOU CAN SLIDE A POLE IN THE TOP WITH A HOOK, which is located in shed at the field.

**From Rick S:** If the plane is reachable with a 20 foot pole, I have poked at the sturdy underside of the fuselage to dislodge it from the tree branches. But before I poke it free from the tree, I have two people below holding a large blanket to catch the plane as it free falls towards the ground. In fact, I have left the green blanket in the shed to use, just for that occasion. I have done **this twice** with my 40 size gas low wing acrobatic Lanier Dart. It worked great and preserved the airplane from any further damage!

The ultimate solution would be similar to this either getting a cherry picker or and able bodied If your plane has not blown down by the 18th, Luke Hughes will have a cherry picker and will trim the tree and retrieve airplanes.

**From Joe H:** Another viable solution is to hire a Tree climber to retrieve, although more expensive, although an ideal choice as the climber could safely lower the tree to the ground minimizing additional damage to the flying vehicle.

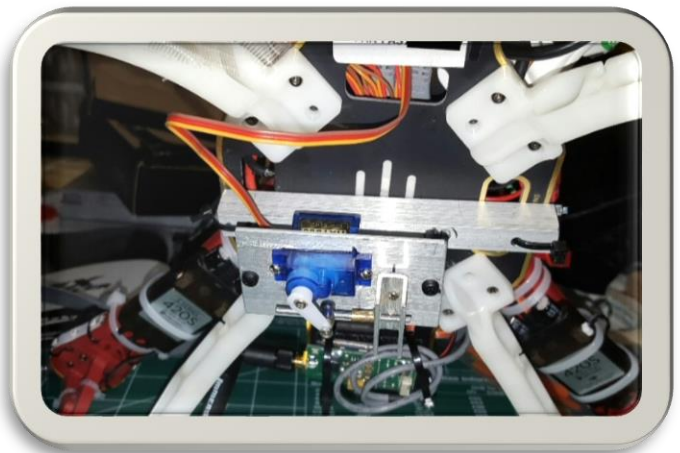
**From Danny C and Bernie B:** *Each submitted this approximate text in slightly different form.* Attached are two pictures of the DJI Flamewheel drone, aircraft. The other end of the string is then used to tug the aircraft out of the tree. The motors and ESCs are top of the line DJI combinations which gives it a lift ratio of about 2:1. The controller is a NAZA by DJI. It will carry a one pound string (about 100 yards of heavy trot line) without a problem. I also use it to tow strings of fireworks skywards with interesting effect (all legal... I belong to a fireworks organization that meets regularly to fire off legal stuff).

This setup has rescued four airplanes from trees and the weighted string idea has rescued three more. The weighted string can be slung underhanded above the lower level airplanes and used to drag the airplane down. The weight is about four ounces of lead shot in a twisted shop rag that has been trimmed. Two of the rescues have been at Omahawks and the others have been at the BRCA field.

The first picture is of the Flamewheel and the second is of the release mechanism attached to the bottom. The drone can also do FPV (it has a camera mount). Here is a YouTube video of me playing with it to check it all out. Note the video says it it hasn't been used to recover airplanes but since the video was made, there were several candidates and they were successfully recovered. <https://www.youtube.com/watch?v=SPUW6CYDzyE&index=33&list=UUEU1qh5IVHow-I7Pnb1jUtA>

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The cost of the drone with modifications to carry the string and drop it was about \$250 but it could be done cheaper now since almost all the gear has dropped dramatically in price over the last two years.



Editor's Note: On 15<sup>th</sup> of August my Sportsman S+ was found at shoulder height in the brush under the tree it was stuck in, most of the electronics were functional, with the exemption of the 3S 1300 Lipo and one aileron servo was bad. The Horizontal Stab had to be reattached, and some minor dings in the wing need to be fixed. Needless to say I am quite relieved!

### Spring/ Summer RC builds

Bert Van Bleck submitted his quarter scale Spitfire build for your enjoyment and review. Thanks Bert!

I built the Spitfire from a Mick Reeves kit. Many of the supplied parts I substituted with aircraft grade ply and balsa wing stringers replaced with spruce. The weight difference was negligible. The wings are covered with Proskin (thin fiberglass sheeting). The leading edge and wing gussets are reinforced with carbon fiber.

Retracts are electric and were supplied as well as beautifully machined scale wheels. The fuselage is mounded fiberglass with all rivets and hatches molded in. Mick showed the stabilizer as two parts to be bolted on at the

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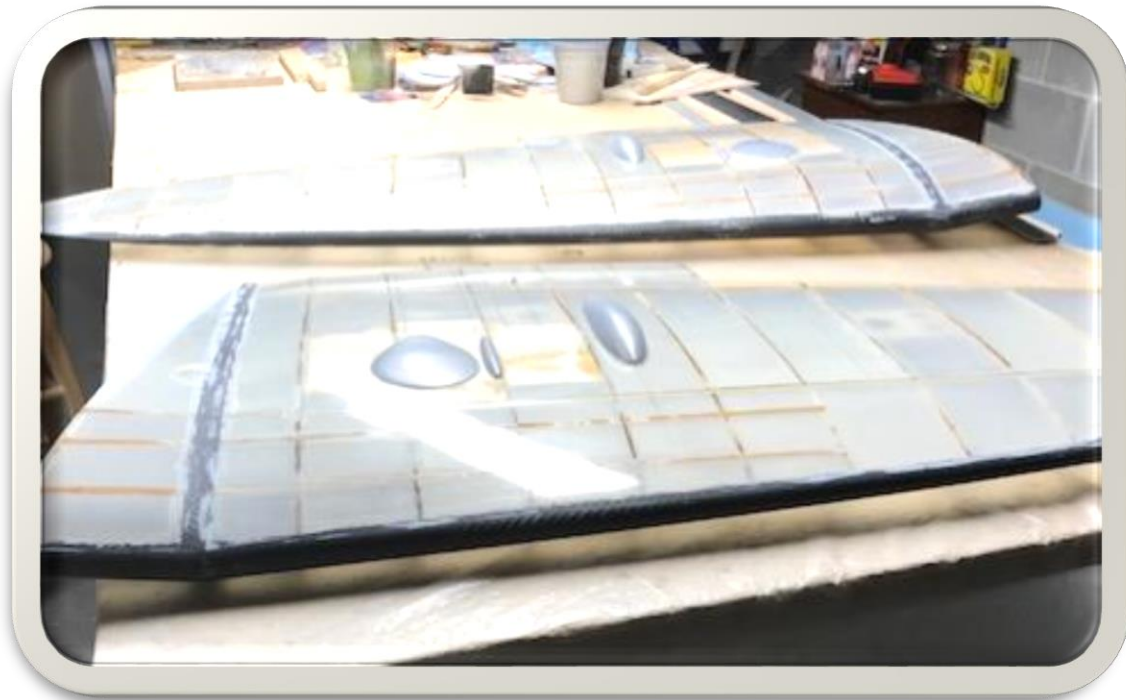
field. I decided to build the stab in one piece and frame sheeted with balsa, over the carbon fiber. Main spar in stab is a carbon fiber arrow as are all my pushrods, all modifiers of Mick's design.

The nose was too flimsy to support my 110cc inline twin 3W so was reinforced with carbon fiber on the inside as well as the cowls. 3W graciously made a custom F style manifold for me which came from Germany. I had to silver solder up some fairly sharp bend copper plumbers pipes to connect to the humungous muffler all of which fits inside the fuselage. The contraption seemed to work well on the bench run and cylinders stayed "cool"!

What remains to be done is spray painting for which I will use [Klass Kote](#) epoxies. As mentioned previously, it's taken me two years so far and been a real challenge. Hope you all find my project interesting and enjoy the pics.

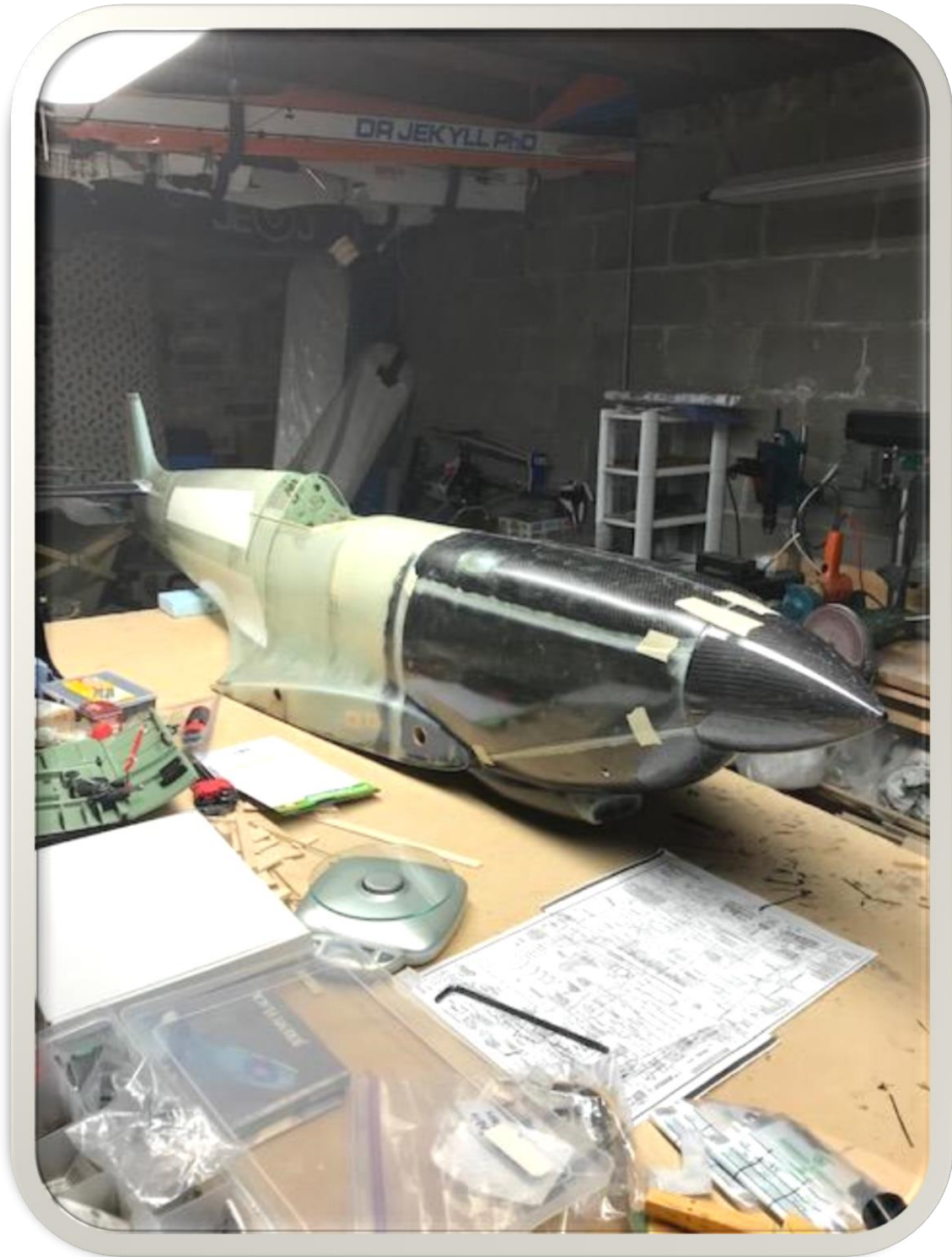
Thanks Bert for the interesting project submission, we look forward to the next phase of construction.

Drop Bert an [email](#) if you have any questions.





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## Upcoming Events

- Breakfast get together every **Tuesday Morning -- 8:30 AM – approximately 11:00 AM** @ **Hy-Vee, 10808 Fort St, Omaha**
- **August 16, 2018--6:00 PM – 9:00 PM – Training Night - Hawk Field, Standing Bear Lake**
- **August 21, 2018--7:00 PM – 8:30 PM – Board Meetings - Church of the Cross, 1517 S 114th St.**
- **August 22, 2018--8:00 AM – 12:00 PM -- Electric Sail Planes Fun fly - Hawk Field, Standing Bear Lake**
- **August 23, 2018--6:00 PM – 9:00 PM – Training Night - Hawk Field, Standing Bear Lake**
- **August 31, 2018--7:00 PM – 9:00 PM – General Club Meetings, Dinner (Donations accepted) - Hawk Field, Standing Bear Lake**
- **September 3rd, 2018—11:45 AM – 4:30 PM - Annual Labor Day Airshow** where we get to display and fly all sorts of aircraft for the public to see. All sorts of aircraft will be available for viewing and flying and this event is also our annual Fund-Raiser for the Make-A-Wish foundation.
- **September 6, 2018--6:00 PM – 9:00 PM – Training Night - Hawk Field, Standing Bear Lake**
- **September 12, 2018--9:00 AM – 12:00 PM – Old timer Fun Fly - Hawk Field, Standing Bear Lake**
- **September 13, 2018--6:00 PM – 9:00 PM – Training Night - Hawk Field, Standing Bear Lake**
- **August 19, 2018--8:00 AM – 12:00 PM -- Electric Sail Planes Fun fly - Hawk Field, Standing Bear Lake**
- **September 20, 2018--6:00 PM – 9:00 PM – Training Night - Hawk Field, Standing Bear Lake**

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- **September 22, 2018 - 8:30 AM (Electrics) 9:00 AM till 1:00 PM - Float Fly - Standing Bear Lake Dock**

**Editor's Note** \*\*The Omaha Hawks Flying Field is closed during scheduled Float fly's, this is to prevent non 2.4 GHz users from Radio interference with the float fly participances.

- **September 27, 2018--6:00 PM – 9:00 PM – Training Night - Hawk Field, Standing Bear Lake**
- **September 30, 2018 – Doors open at 6:00 AM, 10:00 AM-5:00 PM - Annual Omahawks RC Auction held at the Millard Social Hall located at: 10508 S 144th Street, Omaha.**