



Hawk Talk

THE EDITORIAL VOICE OF THE OMAHAWKS R/C INC.

VOL. 55 NO. 2

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Olie Olson (397-6636)

Treasurer... Kevin Hyde (614-4192)

**** AGENDA ****

GENERAL MEETING: Friday, February 24, 2006 * 7:00 P.M. * Make-A-Wish Foundation * 11926 Arbor St.

PROGRAM: A great Raffle and a fine Program, Guaranteed

BUSINESS MEETING: Wednesday, March 1, 2006 * 7:00 P.M. * Make-A-Wish Foundation * 11926 Arbor St.

ALL MEMBERS ARE ENCOURAGED TO ATTEND THE BUSINESS MEETINGS

INSTRUCTORS MEETING

Thursday night flight training sessions are fast approaching! For the past thirty years, the Omahawks have provided (at no cost) organized instruction for new-comers to R/C flying.

Hawk Field is reserved for that activity each Thursday evenings (from 6:00 pm to dusk) during the period of daylight savings time. **This year the program will start on Thursday, April 6th.**

We are always in need of qualified instructors. **For those of you willing to continue this essential segment of our hobby or would like to become involved, there will be a meeting at my place, 1417 Holling Drive, on Thursday, March 23 at 7:00.**

We are also in need of ground support crew people. These volunteers ground check aircraft (before flight), tune and adjust engines and generally keep things fixed and running. Their services allow students to spend more time in the air.

Anyone interested in becoming involved in the program should attend the meeting on March 23rd. If you have any questions, please call Skip Brown (home:334-0818 or work:553-3611).

We would like to thank Mr. John Feneck past director and Nathan Brown past assistant director as they return to head up the Thursday night program. John has a system that is unbeatable which keeps things running as smoothly as possible.

Flight instruction is a very rewarding segment of our hobby. Why not join us?
Skip

THE TIME HAS COME to obtain your 2006 Hawk Field Flying

Permit and (we hope) your Omahawk membership card.

At the request of the City both the flying permit and Club membership will now be available on an annual basis - January 1st to December 31st. New permits and memberships purchased in the last quarter of a year will be dated for the following year. However renewals will become due each December 31.

On August 12, 1986 the Omahawks signed their first contract to build, develop and manage Hawk Field for the City of Omaha. 2006 is the 20th anniversary of this outstanding facility. If you fly R/C we hope that you will spend some of your time flying with us. We have a multitude of organized flying events planned, including monthly R.O.W Float Flies. A Hawk Field Flying Permit costs only \$50/year and includes monthly issues of Hawk Talk. If you wish, an extra \$5.00 will bring you full Club membership, free flight instruction, Many free club events and \$1,000,000 in supplemental liability insurance. AMA membership is not required.

**Turn to page 11-12 - Fill out the application - Attach your check -
And get ready for a great flying season**

MEET YOUR NEW FIELD CHAIRMAN

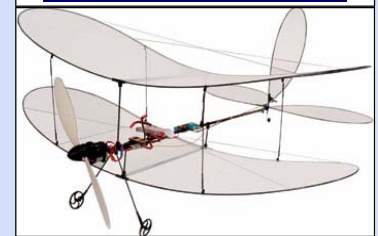


Larry McChesney accepted the appointment on Tuesday evening, February 7th, for the position of Hawk Field Chairman. Larry was very successful last year in his role, helping to beautify the park and keeping Hawk Field in top notch condition.

Volunteers will be needed during upcoming field clean-up days so contact

RAFFLE **FRIDAY**

"SLOW JAZZ" INDOOR



A laid back and versatile indoor A.R.F. designed to set new standards for slow and easy flight or 3D aerobatics. 26" in. span

Motor, Hi-Tec Micro receiver & servos included... \$150 value

**4 FREE TICKETS
FOR "SHOW &
TELL"**

1

HAWK TALK

THE MINUTES

Mike Berger, Secretary

General Meeting.....1/27/2006

All Officers and board members plus approximately 35 members and guests present. Meeting called to order at 7:07 p.m. Initial address by new president Steve Culver. Introduction of the 2006 board and officers.

★ Jim Minear - Library report - many new titles are available including 4 issues of the AMA video club

★ New member - Seth - Electric flier is going to be learning to fly gas.

★ Ralph Brown - Membership report - Dec 2nd 6:00 p.m. 2006 Christmas party. There have been several memberships purchased including one new member. Current memberships will expire on April 1st. Any 2005 memberships will have to be renewed by then.

★ Jim Thurman has the newest line of Omahawk apparel. Contact him or check the web-site for details.

★ Olie Olson - Newsletter report - Olie needs assistance in creating the newsletter in the form of news and pictures. Mike Berger will assist him.

★ Beginning on March 1, the board meetings will begin to be held on the first Wednesday of the month. All members are encouraged to attend.

★ Storage needs - Omahawks have lost their city owned shed and need space to store some items. The signs for Labor Day (metal and wooden), cooking pans. We need about half of a one car garage for the space.

★ Tree cutting is on hold until we can get together with the city arborist to determine if it can be done. It will be discussed with the city at the annual meeting with the city on Feb 1st

★ Flight training - Skip B will have the instructors' meeting Mar 23 at his house. Ground crew support and flight instructors needed. Anyone interested should contact Skip and attend the meeting. Flight training starts Apr 6. If you plan to run an event this year, you need to attend the board meeting with your plans to get funding.

★ There will be changes at Standing Bear Lake Walking trails around Hawk Field will be moved away from the field. Much work will be done to the park. There will be a clean up day for the park that we will be supporting this spring.



Skip & Tony

★ New solo - Tony Underwood - soloed on Jan 1. Tony was an electric flyer that has moved to gas.

★ Board meeting report - The club has set up a phone number for the club to be used 991-8644 to contact the club. This number will be

on all banners and fliers for the club. Info tables will be set up at local hobby stores to promote the club and the hobby.

★ The club is setting up committees for the various activities and events to get more support from the club on these events. Members are encouraged to join one or more of these committees to better support these events. Each committee will be led by a board member or event director.

★ Benson Competition day - Fred will be doing it again. Static display and indoor fliers are needed to support this event Sat Apr 15, 7:30 a.m. Contact Fred for details. Club furnishes prizes for the winners of the flying competition. After the games are over they open the gym for indoor flying.

★ Committees to be formed: - Flight Training, Benson Competition Day, Labor Day Air Show, Hobby Store Info Table, Video Development, Christmas Party.

★ Upcoming events: Winterfest. Steve Peck - The Winterfest will be on Sat Feb 11. The queen has been found. Sign up now. \$100 has been donated to the pot. Dinner at Venice Inn at 6:00 p.m. The media will be alerted.

★ Fuel buy this year again - Ron Williams - orders taken through March meeting - fuel delivered April meeting.

★ Toledo Auction and Trade Show APR 6, 7, 8, 9.

Business Meeting.....2/7/2006

Called to order 7:00 p.m. - Board In Attendance: Steve Culver, Mike Berger, Kevin Hyde, Skip Brown, Brad Shaink, Eric Coldiron, Fred Wilke - Also in attendance: Ralph Brown, Olie Olson, Larry McChesney, Dick Behrens.

Kevin Hyde Treasurers report - please attend business meeting for details. 2006 auction will be at American Legion Hall in Millard Sun, Oct 15. Cost \$250 for hall and need \$500 guarantee for concessions. We will not sell concessions. \$500 has been paid - \$250 for hall, \$250 for advance on concession sales.

Ralph's Membership report - 13 new members -

Motion made - Brad and Kevin will work up a proposal for allowing memberships to be sold on the web site with payment through Pay Pal. Motion seconded and approved by board.

Newsletter Editorial discussion. You should have been there!

Field Report - Nomination of Larry McChesney as Field Chairman - Seconded and approved. At city meeting discussed w/ Denis Breyer process for removing and replacing trees. We will work with city to mark trees to remove and work with city to get them removed. Board will meet on Saturday at noon to identify trees that need removal. Club plans to build a 'Sun Dawg' shack to use as storage. We also need to determine any needs for landscaping around the field and shelter. Idea raised in the meeting w city to build port-a-potty shelter to use in place of new outhouse structure.

Old Business: Omahawks Phone number is up and running. We have not yet started to advertise it. - Omahawks banners: Brad has final version of two proposed banners. - Omahawks table at Hobby town:

New business: Board meetings will be held on the first Wednesday of month starting in March. - **Meeting with city** - went well. One

isn't needed is for the city to notify the Omahawks of complaints in a timelier manner. City responded to letters from Frank Vanecek with full support of the Omahawks and directed him to contact the board with any future complaints or fly somewhere else. All letters are available for viewing on the members only section of the club web site. - **Reimbursement or volunteer form proposal** from Steve: Proposal for keeping track of time spent on projects that support the club. Form should be simple and provided by leader of the project. Steve will bring example of form at next board meeting. - Kevin - Letter from **Magnum Lawns** - Contract for 2006 - same price as last year - Omahawks will retain their services for this coming year. - **Volunteer sign up sheets** - Volunteers are still needed for various projects for the year. If you are interested in helping contact Steve Culver - **Bulk fuel buy** is set for this year - Hobby Town wants proposal for their support for our training program.

Next meeting: FEB 24 - Raffle: Indoor Airplane Slo Jazz indoor Bipe w/ Flight system

Show and Tell



Seth & Something Extra



Robert Green & Pinnacle



Nathan & Avistar

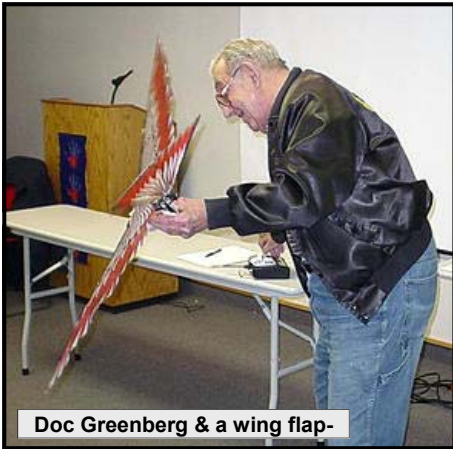
HAWK TALK



Bob Burt shows a 4 Star 60



Galen Lillethorup and latest Indoor



Doc Greenberg & a wing flap-



Ed Paasch showed a new Trainer



Bob Roegge with electric Fairchild 24



Jim Minear

Retrieval Pole



Astro Hog needs Ms Piggy



Mike Lollis shows another Foamy



Lottery Ticket Free Loaders

ANNUAL MEETING CITY OF OMAHA

On February 1st members of your Omahawks Board met with Dennis Bryers, Park Planner, Omaha Parks, Recreation & Public Property Department, for our annual meeting with the city to discuss a myriad of issues past, present and future. I wanted to report back to the club what transpired at this meeting and where we, as a club, stand with the City of Omaha.

First, let me say our relationship with the Omaha Parks Department is extremely positive and very strong. Dennis is very pleased with the Omahawks Club and the leadership of its Board. He realizes we spend countless volunteer hours annually maintaining Hawk Field, take a great deal of pride as stewards of Hawk Field, represent ourselves in a positive and professional manner within our community and do a great job fund raising for the local Make-A-Wish Foundation. If I took anything away from our meeting it was keep up the great work and best wishes for continued success in the coming year.

Topics we discussed were submitting and reviewing our annual financial report, tasks and expenses for Hawk Field from last year, projected tasks, maintenance and improvements for the current year, possibly installing a storage unit at Hawk Field, possibly adding a handicap accessible porta-potty potty, and discussion of tree removal east of the runway (more information on the tree removal will be in an additional article).

The only management item which I spoke with Dennis about was the importance to allow the Omahawks Board to perform its function as managers of Hawk Field. As most of you may be aware, there was a recent wave of five frivolous complaint letters made by one person to the city dating back to September 9, 2004. The Omahawks Board was unaware of any of these letters until early Janu-

Continued on page 4)

FLY WITH A PURPOSE - PART II

By Rusty Dose

(Continued from page 3)

ary of this year. As such, we were not given the opportunity to respond and try to resolve the issues in these letters. The current management agreement states the Board of Omahawks R/C Inc. is the managing entity of Hawk Field and we should be given the first opportunity to address and resolve any concerns a club member or permit holder may have. In the past this has not been done. For one reason, the few consistent individuals who send complaint letters do not send their letters directly to us. They send them to the city. The other reason is once the city receives a complaint, the city has not been forwarding it to the Omahawks Board for consideration and resolution. Dennis agrees these few consistent people who complain need to take up these issues with the Omahawks Board first and if no resolution is found at that level to then seek redress through the City of Omaha. I suggested when the city directly receives a complaint letter that the city send some type of form letter to the sender indicating their complaint letter had been received and it has been forwarded to the Omahawks Board for resolution. That way the city has a record of receiving a letter and we have the opportunity to fulfill our managing responsibilities. It was agreed this system would benefit everyone and I am happy to report this is now the established policy.

In closing, our meeting was a positive one. It was a great pleasure to finally meet Dennis Bryers and I look forward to working with him in the future. I also look forward to doing my part to build an even stronger relationship between the Omahawks, Dennis and the City of Omaha.

Steve Culver, President

Why learn to fly with precision?

In last months column we discussed the basic premise that learning to fly with precision could enhance virtually every aspect of radio controlled flight. Let's be very specific. Imagine if you had the confidence to fly in more challenging weather conditions...various types of wind...velocities greater than 15 mph up and down the runway...cross winds. You are thinking, you just described 80% of the days you want to fly! Read on...

The Basic Elements

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 fundamentals flight techniques. Flying with precision is NOT simply flight technique and execution. Think of it this way. Our goal is to minimize your flying "workload". In other words, if you are not correcting for a poorly built, set-up and trimmed model, you will be able to concentrate on the flying not "correcting" bad flight tendencies not attributed to "bad" model design but, "bad" modeler execution.

Control system installation

Probably the single most important element of radio controlled flight is the actual installation of the electronic com-



ponents and their mechanical connection to the model.

You must consider how the control surfaces are hinged. Do you have a hinge every 2 - 3 inches of movable surface? Is your control horn securely mounted in a plywood, dowel or reinforced material?

Are your pushrods properly supported, have a minimum amount of wire exposed, the clevises are secured with a

fuel line keeper and able to handle the expected flight loads AND move freely? Are the servos mounted in plywood, spruce or plastic trays with proper fasteners? Did you apply a cyanoacrylate adhesive in the threads to prevent from stripping? Did you select a servo with enough power? Is your receiver wrapped using a quality foam rubber and secured to the model? Is your antennae properly routed away from servo wires? Is the battery wrapped using a quality foam rubber and secured to the model? Does your battery have the capacity to power the servos? Are you sure you want to use the crappy little switch that came with the radio? Take a look at the equipment installation in my Hanger 9 Extra 260. It is simple, clean, serviceable and very reliable.

Airplane Set-up

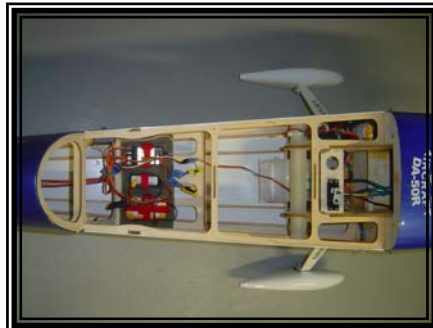
Airplane set-up is not trim and trim is not airplane set-up. Airplane set-up is the REALISTIC matching of your flying skills and the particular model. Specifically, give yourself a chance to succeed, follow the manufacturer's instructions for initial control throws. Does your .40 powered, 600 square inch, 12 pound, P-51 Mustang need 35 degrees of elevator travel? Should you just "dial-down" the control throw with your fancy computer radio because that is what it is for, right? The correct answer is: NEVER! As a guideline you should use at least 80% of your available servo travel in order to get the benefits of the precision offered by the servo and radio resolution. If you have 3-D throws to get 45 degrees of elevator travel and really fly the model using "low rate" which is "dialed-down" to 15%, you are giving up all of your servo resolution. Change the mechanical set-up by shortening your servo arm and/or lengthening your control horns. Are your servo arms 90 degrees to the pushrod? What about the servo arms? The attached picture shows the proper geometry between the servo and arm, optimized servo resolution AND a bullet proof aluminum servo arm. I prefer to use aluminum servo arms manufactured by SWB Manufacturing of West Bend, WI.. (Yes, a shameless plug.)

What's to come

Next month we will cover more elements of "bench" set-up. Future columns will discuss the verification of flight trim, throttle curves, various flight "mix" strategies, the basics of wind correction, precision aerobatic fundamentals and the importance of a "caller/flight critic/mentor". Remember, these concepts can be applied to ALL models, not just the \$4,000 latest and greatest shiny object.

Have more fun. Fly with a purpose.

Rusty Dose rdose@wi.rr.com



Support your club



Support Hawk Field



Support the AMA

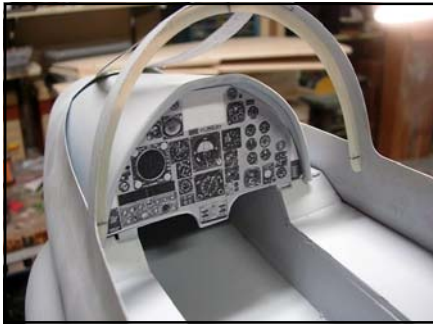
THE SCALE DETAILS

By Tony Green

Well we should all be knee deep in Balsa dust and ca fumes but the weather has been making that hard. You almost would rather be flying than building these days. I haven't heard of any special projects in the works. So what I will do is just go over some of the latest rumors and happenings in the area.

It has come to my attention that the Lincoln Skyknights will be having their scale contest in August of 2006. Don Svoboda will be the CD of the event. He has acquired from the club treasury \$1200 to help put this event on. He says he will be trying some old and some new ideas. He will be using the AMA scale classes so that all skill levels and pilots can compete including ARFs. So mark down the end of August and come out and support what promises to be a great event.

"To go where no man has gone before", that is what I have to say about Jim Simonitch. He and a select crew have been designing from the ground up the venerable A7 Corsair.



Well after 2.5 yrs his original design has flown. It flies off of any 18 lb turbine which is the OS-90 of the turbine generation. The turbine used was a Wren 44 Supersport which is sold as a homebuilt kit. So



Imagine if you would, building your own turbine, scratch building your own one-of-a kind jet , fabricating your own retracts, hinges, canopy, airfoil etc. Well he has done this. I salute these kind of guys who keep the hobby both interesting and fun. It just goes to show, if no one else makes it or your tired of all the look-a-like kits then, just make your own. Jim says there is the possibility of kitting and selling this kit.

Line forms behind me.

The Scale Guys are alive and well and still holding meetings. Dean Copeland will be giving an exposé on his Northrop N1M "Jeep" flying wing at the next meeting.

Two local guys will once again be headed down to compete in "Top Gun". The Omahawks Jim Thurman who is having butterflies but promises a tell all on his experiences and Dean Copeland. Jim will be flying a Mustang and Dean will be flying his N1M. Look for them in the Magazines.



The Hellcat project is proceeding on very well. When we last talked, I had decided to use aluminum tape from your local hardware store. Well here is where we are at. The tools you will need are, a tack cloth, a sharp #11 Exacto blades, plenty of masking tape, assorted rubbing and or buffing implements such as a smooth round dowel, pencil shaped dowels , pencils , you will need scissors and of course your reference materials.

I decided not to do a full coverage of the airplane as this was not necessary. I only wanted the major panels simulated. What you will find when putting down this tape is that it sticks well. If you don't get it right the 1st time, you just rip it off and start again. The tape is used to mask off the area that the panel is going on and that which is not inside the area you are using the tape becomes your border and you use your sharp #11 Exacto to cut it out. You want to buff or rub your tape down after it has been applied. It stretches better than you would believe and you use your special tools to rub out the bubbles and the creases. That's it, its that simple. You should of course experiment some. Cover from the rear forward. Don't rush and take your time. It added an additional 8hrs to the build process and hardly any excess weight. I painted after I steel woolled the entire airplane to get the shine off of it. Check out the results. All paint is Model Masters, the star and the surround were stencils that I had cut and painted and the ID #s are from Gtestencils.com. Gary saved me a lot of time and frustration using them. For the cost of a case of coke, \$6.00 I had 20 stencils to take care of the small important details.

Everyone should have a plane to experiment on. It doesn't have to be scale, it doesn't have to be pretty, it just has to be a learning experience. Until next month, keep your prop turning and the clouds below you.

FIELD NEWS EDITOR AND STAFF WANTED

We are searching for a dedicated Omahawk member with a little writing and some organizational ability to assume full responsibility for producing a new monthly two or three column feature segment in Hawk Talk to be known as, "Hawk Field News"

An Applicant is required to provide his own field reporters and photography staff and must meet a dead line of the first day of each month of publication.

The current HawkTalk producer/editor will share his present remuneration on a 50-50 basis with the selected News Editor and his staff - No money, but a lot of satisfaction in serving your club and (once in a while) a "Thank You".

Please give this proposition some serious thought. A good news letter is a major asset for any club. Field news is essential content for any news letter. And, although I am not planning on retiring, one man can't do it all forever.

Olie
1120 Loveland Dr. 68124
olielo@cox.net

SCALE DETAILS continued



THE REAL THING



THE REAL MODEL

Tony

2006 Winte

It was a tough call trying to pick the date when we would have a snow fall but we did it! February 11th was indeed a day of snow and wind. The worst time to fly was probably about 9 A.M., which was the announced starting time of the festival, as announced on our official web sight (www.omahawks.org). Right on time, three gentlemen showed up - former president, John Johnson, an unknown photographer and Tony Underwood (our newest soloed pilot) with his airplane. Since no other aircraft were present, Tony felt certain that if he flew he would take home all the "Cash". So

At 1:00 p.m. (the official starting time) Queen, Danielle appeared and was promptly crowned 2006 Omaha Winter Festival Queen. Then with the weather improving (?), the competition began. Eric Coldiron couldn't get his engine to stay running Robert Green and Ward Neesen didn't even try. Brad Shaik donated his money. The 14 who qualified for the pot wish to thank those who didn't and the club for the return of their investment plus a \$10.00 return.

Steve Eveans showed up at the contest and demonstrated a take off with skies and a 360 degree turn with out ever changing the over all heading of his airplane. It was very entertaining.

Saturday night at the Queens Banquet 40 people showed up to eat and watch a Movie of the day's activities (featuring Steve Culver. The epic was produced, directed and starred in by David and Alan Neesen. It was an outstanding achievement by these two young gentlemen. Their parents, Ward & Kathy should feel quite proud.

Thanks to Kevin Hyde, who prepared individual checks for each winner, took pictures, and

flew in the event, as well. A very special "Thank You" to our lovely Queen Danielle Kramer and. Thank you to all who participated. It was so much fun let's plan to do it again next year!

Oh! One more "Thank you" must go to Tony for not filing a suit for misrepresentation and \$280.00. He understands the we are all not quite perfect and was happy to share the pot with the !:00 o'clock participants (who apparently read the club news letter)

Steve Peck



er Festival



Winter Festival Party



OMAHAWKS FUEL BUY

Again this year we have received some excellent pricing from our friends at Magnum Fuels in Colorado. **All orders need to be returned by the March general meeting.** We will place the club order on April 1st. The fuel should arrive before the end of April and you will be notified when it arrives. Remember, you need to purchase case quantities with no mixing of different fuels in a case. If you want to split cases you need to work this out yourself. To purchase, just complete the form included in the newsletter and bring it to the February or March meeting or contact Ron Williams (571-5793) or Claude Weimer (493-2213) for more details. This is the only time this year that this will be



Winter Festival Photographers
Mike Burger - Steve Culver - Olie Olson - Larry Zuigley

MAGNUM BULK FUEL BUY

Once again we are pleased to announce that the Omahawks have an agreement with Magnum Fuels to purchase fuel. These are **AWESOME** prices for this fuel and have been arranged for all Omahawk members.

Fuel Type	Price per Gallon	Total Price per 4 Gallon Case
10% Nitro Premium Sport	\$ 11.25	\$ 45.00
15% Nitro Premium Sport	\$ 12.25	\$ 49.00
30% Heli Plus Pro-Formance	\$ 15.75	\$ 63.00
Magnum #1	\$ 13.25	\$ 53.00
Magnum #2	\$ 15.00	\$ 60.00
YS DZ Blend	\$ 15.75	\$ 63.00

Fuel must be purchased in **4-gallon cases** and **CANNOT** be mixed and matched inside a case. If you would like some of several different types and do not want 4 gallons of each, I recommend that you ask around and you will likely find someone who is willing to split cases with you.

Only listed are the most common fuels here, but if you are looking for something specific please call, as Magnum offers several different blends.

This order will be placed on April 1st. All payments and orders need to be received by the general club meeting in March. We should receive the fuel by the middle of April.

YOUR PAID ORDER MUST BE RECEIVED BY
MARCH 31st

Cash or checks, payable to the Omahawks R/C Inc. –Sorry, no credit cards.

Send to:

Kevin Hyde at 15442 Seward St. Omaha, NE 68154or bring to the meeting on Feb. 24th.

Name			
Phone Number			
	Fuel Type	QTY (in Cases)	AMT
	Total		

For any questions contact Claude Weimer – 493-2213 or cweimer@wilkmfg.com
Ron Williams – 571-5793 or rwilliams@wilkmfg.com

FOR YOUR INFORMATION

2006 is the 20th anniversary of the development of Hawk Field at Standing Bear Lake and the appointment of the Omahawks R/C Inc. as manager.

During that period of time all land acquisition and development costs have been covered by private funds derived from Flying Permit

fees or donations from the Omahawk's organization and the general public.

As a point of information all flying permit fees (currently \$50/year are used exclusively for field expenses and improvements. Any balance, at the end of each fiscal year, is placed in a reserve fund to (1) cover major improvements or emergency maintenance items. And (2) assist in the develop-

ment of a secondary or replacement R/C flying field, should the need ever exist. No Permit fee funds have ever been used for any other purpose.

The City believes that we are doing a pretty fair job. A recent letter, in answer to an unhappy dissident, should be of interest.

Olie



City of Omaha
Mike Fahey, Mayor

Parks, Recreation &
Public Property Department

Omaha/Douglas Civic Center
1819 Farram Street, Suite 701
Omaha, Nebraska 68183-0701
(402) 444-5900
FAX (402) 444-4921

Larry N. Foster
Acting Director

23 January 2006

XXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXX
XXXXXXXXXXXXXXXXXXXX

RE: Hawk Field and the Omahawks R/C, Inc.

Dear Mr. XXXXXXXX

We are writing to you in regards to the letters you wrote to Mr. Larry N. Foster, Acting Director, Omaha Parks, Recreation & Public Property Dept at the end of November 2005 and early December 2005 (copies enclosed). The Omaha Parks, Recreation & Public Property Dept meets yearly with members of the Omahawks board of directors. At the yearly meeting the Omahawks provide the department with their financial statement for the previous year, review the improvements to Hawk Field during the past year, discuss planned improvements for the coming year, present an overview of the events for the previous year as well as the coming year and discuss any other items pertinent to flying radio controlled airplanes at Hawk Field and Standing Bear Lake Recreation Area. The City has been very pleased with how the Omahawks have managed and maintained the field.

Over the years the Omahawks have made numerous improvements to Hawk Field and the surrounding area. While we don't have the list for 2005 since our meeting is not until 1 February, in 2004 some of the improvements included installation of concrete pavement at the front of the shelter, installing wood timbers around the shelter, grading/spreading asphalt grindings in the parking lot and removal of telephone pole parking bumpers in the parking lot and replacing them with concrete parking bumpers. In 2003 some of the improvements included sealing of the runway and grading/spreading asphalt grindings in the parking lot. Again, if you would contact the Omahawks directly they would be more than happy to provide you with a complete list of all of the maintenance items and improvements undertaken at Hawk Field.

Utilization of the field appears to be strong and we have seen no evidence of any kind to suggest otherwise. If you have actual evidence to show otherwise we would appreciate seeing it. Hawk Field is a public facility managed by the Omahawks and can be used by anyone during normal park hours providing they comply with the rules and regulations that govern the use of the field. If you need a copy of those rules and regulations you should contact the Omahawks. If there is a specific flying program that you would like to see implemented at Hawk Field please bring it to the attention of the Omahawks. I'm sure they would be very supportive of having a new program being run at Hawk Field.

Fees charged by the Omahawks for field permits and membership have been reviewed and approved by the city. We feel they are appropriate for such a premier facility that includes a paved runway, bleachers, a shelter, electricity, parking and numerous other features. Regarding the permit fees of other clubs in the area you failed to mention and take into consideration the additional cost of being a member of the American Modeling Association (AMA) which is required by all of the other clubs in order to fly at their fields. AMA membership is \$58.00 a year (\$48.00 if you are a senior citizen). When you add that to the cost of each club's permit fee the Omahawks is by far the best deal in town at only \$55.00! Why would someone pay more to fly at a grass field when they can pay less and fly at a paved field that has all of the other amenities? In addition, as you have mentioned there are five clubs/fields in the area and a sixth one in Lincoln. This gives you a choice of where to fly. You are not restricted to just one club or flying field. If you don't like a club for whatever reason you don't have to join them or fly at their facility. You can always join another one and fly there instead.

As per your earlier request we are enclosing copies of the Omahawks R/C, Inc.'s financial statements for the years 2004 and 2005. For earlier years we will have to look through our dead storage files in the basement. If we still have copies of the past statements we will forward them to you. You could have also contacted the Omahawks directly and they most likely would have provided you with the information.

In closing, if you have a comment or concern regarding the Omahawks and/or Hawk Field we encourage you to bring it to the Omahawks attention first. They would be more than happy to discuss the item with you. If after bringing it to their attention and discussing it with them you still feel the issue hasn't been addressed then bring it to the City's attention and we will look into it.

Very truly yours,

Dennis E. Bryers, APA, ASLA
Park Planner - Landscape Architect

HAWK FIELD FLYING PERMIT APPLICATION FORM

New
 Renewal
 Prior Omahawks Member

APPLICANT INFORMATION

Address change? Yes No

NAME _____ YEAR OF BIRTH _____
 ADDRESS _____ PHONE _____
 CITY _____ STATE _____ ZIP _____
 SPOUSE'S NAME _____
 A.M.A. NO. _____ E-MAIL _____ SOLOED? _____

I have read and understand the current regulations governing the operation of Hawk Field. I understand that my field flying permit may be revoked by Omahawks R/C Inc Board of Directors for failure to abide by these regulations and I have read and signed the insurance agreement on the reverse side of this application.

FEES (Please select one checkbox)

- Hawk Field Flying Permit** Permit No. _____ Fee: \$50.00
(Requires proof of current A.M.A. license.)
- Hawk Field Flying Permit & Omahawks R/C Inc Membership** Permit No. _____ Fee: \$55.00
(Includes full Omahawks membership, Omahawks insurance, free flight training, does not require A.M.A. insurance, free seminars, access to members only area of www.Omahawks.org, and more!)
- Newsletter Subscription Only** Fee: \$20.00
(Newsletter only. Does not include any flying privileges.)

Hawk Field Flying Permits and Omahawks Membership cards are issued by the Omahawks corporate office located in the Metropolitan Building & Loan Building, located at 2739 N. 61 St.

Office Use Only

Omahawk R/C Inc.

Flying Permit Issued	
Membership Card Issued	
New Member Packet Issued	

Date _____ Check No. _____ Total : _____

Processed by _____

MAIL TO: Omahawks R/C Inc. 2739 N. 61 St. Omaha, NE 68104

www.omahawks.org

Form 2005b

Flying at Hawk Field and off the lake at Standing Bear Lake Recreation Area is managed and operated by Omahawks R/C Inc for and on behalf of the City of Omaha.

"Hawk Talk"

Voice of the Omahawks

Olie Olson, Editor * 1120 Loveland Dr. * Omaha, NE 68124
olieo@cox.net

Web Site: www.omahawks.org

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PAID
Omaha, NE

**RENEW YOUR MEMBERSHIP TODAY
RENEW YOUR FLYING PERMIT TODAY
DON'T MISS AN ISSUE OF HAWK TALK
AND MAKE ROTTEN RALH HAPPY**
(TO SAY NOTHING OF THE EDITOR)

Omahawk R/C Members Only.

THE OMAHAWK'S R/C CLUB INSURANCE POLICY IN THE AMOUNT OF \$1,000,000.00 BODILY INJURY AND PROPERTY DAMAGE LIABILITY ON EACH AND EVERY MEMBER IS SECONDARY COVERAGE TO EACH CLUB MEMBERS PRIMARY INSURANCE, SUCH AS A HOMEOWNERS OR RENTERS POLICY. THE CLUB'S POLICY INSURES THE OMAHAWK CLUB, ITS MEMBERS AND THE CITY OF OMAHA .

I AGREE TO HAVE AND MAINTAIN A HOMEOWNERS, RENTERS OR A. M. A. LIABILITY INSURANCE POLICY WHEN FLYING AT HAWK FIELD.

SHOULD I HAVE AN ACCIDENT AT HAWK FIELD WHEN FLYING R/C AIRCRAFT, I WILL FIRST CONTACT MY INSURANCE AGENT IN ORDER THAT HE CAN TAKE IMMEDIATE ACTION IN FILING A CLAIM WITH MY PRIMARY CARRIER. I WILL ALSO REPORT THE INCIDENT TO THE OMAHAWK CORPORATE OFFICE BY CALLING THE METROPOLITAN BUILDING AND LOAN AT 553-3611.

I WILL NOT HOLD ANY FLIGHT INSTRUCTOR, OTHER OMAHAWK MEMBER OR THE OMAHAWK R/C CLUB RESPONSIBLE FOR ANY DAMAGE TO OR LOSS OF MY MODEL AIRCRAFT DURING FLIGHT ASSISTANCE OR INSTRUCTION.

Signature of Omahawk member _____ Date _____