

Omaha Hawks Hawk Talk

THE EDITORIAL VOICE OF THE OMAHAWKS R/C INC.

VOL. 55 NO. 3

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**** AGENDA ****

GENERAL MEETING: Friday, March 31, 2006 * 7:00 P.M. * Make-A-Wish Foundation * 11926 Arbor St.
PROGRAM: Mark Smith, Vice President of District IX, will bring us greetings from the A. M. A.
BUSINESS MEETING: Wednesday, April 5, 2006 * 7:00 P.M. * Make-A-Wish Foundation * 11926 Arbor St.

ALL MEMBERS ARE ENCOURAGED TO ATTEND THE BUSINESS MEETINGS

A.M.A. V. P. TO VISIT, FRIDAY



Mark Smith, new District IX AMA Vice President will attend the Omahawk's monthly meeting on Friday, March 31st, with greetings from the Academy of Model Aeronautics. All local R/C enthusiasts are welcome to attend.

Mark will speak about the importance of supporting our National governing body and the value of the A.M.A.'s work to model aviation. Although the Omahawks have never found it necessary to charter the club, The core of its membership are seasoned members of the Academy. The club has furnished R/C flying fields and sponsored sanctioned Pattern and Scale R/C meets

since the early 50s.

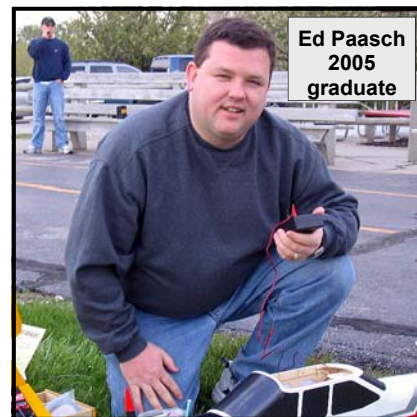
All members are encouraged to support Mark and the A.M.A. by their annual membership in the Academy.

You will enjoy this meeting.

Don't miss it

Olie

FLIGHT TRAINING STARTS APRIL 6TH



Next week, on Thursday evening, the Omahawk 2006 Flight Training Program will get underway. at Hawk Field. Are you ready? If you are an un-soloed student pilot, now is the time to get that trainer ready for flight, the batteries charged, and the engine tuned. If you need some help contact an instructor or, if you prefer, bring your airplane (ready for flight) and the transmitter to the meeting this Friday.

Please take a moment to visit the Omahawks Flight Training Program web page at <http://www.omahawks.org/> to download and print the pre-flight checklist and the Flight Training Manual. All new pilots in training should bring a Flight Training Manual and their Fli-Log with them to the field at all times.

The first Omahawk Flight Training session of the 2006 season is scheduled to begin at 6:00 p.m. , next Thursday

Hope to see you there.

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RAFFLE FRIDAY

DX6 SPECTRUM

6 CH computer system for park flyers and micro/mini helicopters.
10 MODEL MEMORY

With 2.4GHz say goodbye to frequency pins and getting shot down.



4 FREE TICKETS FOR "SHOW & TELL"
\$1 Each - Six for \$5.00

"SPRING CLEAN-UP"

APRIL 1st-10:00 am

Saturday, April 1 at 10:00 a.m. has been designated "Hawk Field clean-up day". All Omahawks are invited to come out to the field, partake of some R/C club camaraderie and demonstrate their pride in our outstanding facility. The return on this small investment of time is our premier R/C flying facility at Standing Bear Lake.

Please bring any tools or equipment such as brooms, trash bags, trimmers, blowers, etc. to get the job done. If we can find the right shrubbery, we may be doing some planting behind the shelter so if you have a shovel and some gardening tools that would be very helpful also.

See you Saturday.

Steve & Larry

HAWK TALK

THE MINUTES

Mike Berger, Secretary

General Meeting.....2/24/2006

Approx 45 members and guests present
Called to order 7:03 p.m.

Steve Culver says, "Thanks for asking - I'm getting better."
Guests or new members:



Guest, Bob Lewis - A new member??

Thanks to Steve Peck for the **winter fest** for 30+ years. Danielle the queen was great. 40 people came to the dinner. Ward Neesen's sons, David and Alan, did a great job on the video.
18 paid / 14 flew 10.00 to 20.00
Bob Wheeler received 20.00 from Steve for his flight at the festival.



Bob & Steve - Easy Money

Larry McChesney was appointed by the board as field chairman.
Membership report - **Ralph Brown** - several new members **Edward Murphy** and several renewals. You must be signed up by March 31st for 2006 -
Olie - Newsletter report. Someone is needed to help Olie on the newsletter as field reporter.
Tony Underwood deserves credit for taking the pictures for this month's newsletter.
Our **meeting with the city** - Met with Dennis Bryers on Feb 4. Strong and positive relationship with the City. At the meeting - reviewed finances, improvements from 2005 and plans for 2006 - plans to build "Sundogs" shed, structure for port-a-potty, new roof on impound, complaint letters - Omahawks board wants to deal with these problems directly as soon as the city has received them. Club wants to work more closely with the city to address these types of complaints. Tree removal - Club must work with city arborist to get trees cut - Board has met and marked trees for removal and will meet with the city to

discuss the next steps. Steve will be following up on this. Steve will keep the club posted on any developments.

Board meeting will be held on the **first Wednesday of the month** from now on. March meeting will have discussion of events for 2006. If you have an event it needs to be reported to the board on that day.

March 23 7pm at Skip's house - **Training program meeting** of instructors and ground crew.

Standing Bear Area improvements - discussed

Committees for events - need more involvement from members for these events. Members are encouraged to sign up to help out on one or more of the events.

Ron - Fuel Buy - Fill out form and get them to Ron, Claude or Kevin. Prices went up a little bit from last year. Checks need to be made out to Omahawks.

Brad has made many new enhancements to the website. New photo gallery is up and running. Members can submit and share their photos. Document library is open to club members.

Club members like the idea of having meetings at the field. Per a show of hands we will have them out there again this year. Steve Peck reports that Bud (from Bud's Hobby) likes the club and all the support we give him and is willing to help support the training program.

Suggestion for future programs needed: Computer radios, Home movies, Basics of Building, Dean Copeland and Jim Thurman- Top gun

Events: Flight Training - April 6, Benson Competition Day, (Sports complex flying on Wednesdays) Sat

Business Meeting.....3/1/2006

Called to order 7:00 p.m.
In attendance: Steve, Mike L, Mike B, Fred, Eric, Skip, Bob Z., Olie, Dick Behrens

Kevin Hyde - **Treasurer's Report** - Please attend business meeting for details
Olie - **Mike Lollis** will help out Olie as a field reporter.

Discussion of Old Timer event. Dick Behrens will not be running the event this year. Some discussion concerning the handling of the newsletter articles for the events. Should we have events on a monthly basis for different reasons, should the club get away from individuals running their own events and have the club set up general fun Flies for the club. Suggestion of asking the club at the meeting to select a fun fly and a date and have a simple program at the field instead of a full-blown event. Perhaps there should be just a couple days set up for the old-timers to fly but not necessarily a large scale event. One event, 9 a.m.-12 p.m. Fred has Rob Ross Memorial Plaque and needs to determine what to do with it.

Field Report - Clean up day needed. We usually have that done before flight training starts. Our best opportunity would be Mar 25 Sat 10:00 a.m. **(date changed to Apr 1)** Article will be needed for the newsletter. E-mail Steve C with suggestions. Tasks needed: Roof on impound, shrubbery on tie wall, work table painting, benches in front of shelter.

Motion to spend \$200 to put shrubbery under the shelter. Seconded and passed unanimously.

Business phone number - issues concerning the price have been resolved. Negotiations with Cox have resulted in a much lower price and the number is in operation. Brad knows how to run it and will explain how to use it when he returns.

Banner has been purchased for Hobby Town and is ready to be displayed. The banner for Bud's (in Iowa) will be modified to include Omaha, NE to avoid confusion.

Tree cutting issue: Received E-mail from Dennis B. He is coordinating with Fed and City to take the next steps in the process.

Volunteer lists are complete and leaders have been informed. Got good response from last meeting. Volunteer time documents are still in the works. Steve will be done soon and they will be in use by clean-up day.

Flight training buddy boxes - During last year's training program the buddy boxes were loaned out to the trainees. It has been suggested that the students be required to have their own so they always have them. Rather than requiring them to buy one, we should strongly encourage students to buy their own.

Club funding for Events: Dick Behrens present for float fly funds. **Program for General Meeting** - Mark Smith will be the speaker at the meeting, Friday. for the AMA - "What the AMA can do for You." **Program for April 28** - "Float Flying" with George Ehemann.

Possible future programs: Electric power systems, batteries, micro -indoor flying (planes and components), spectrum phased array radios, Bud talks on hobby shop, product reps for new products, how-to build from scratch, videos, report on Toledo. **Flight training** begins Thursday April 6.

Benson High Competition Day is April 15th.

It has been reported to the board that there are people flying R/C at Tranquility Park. This is a violation of City ordinances, and the club will get together with the Parks Department to try to stop this.

Raffle for March Meeting: Spectrum Indoor Flier Phased Array Radio

Show and Tell

Photos by Jim Minear



Eric Coldiron shows new CAP232

HAWK TALK



Dan Walz displayed a poster of his B-29



Bob Wheeler & Avistar on floats



Jim Thurman presented his T.F. P51



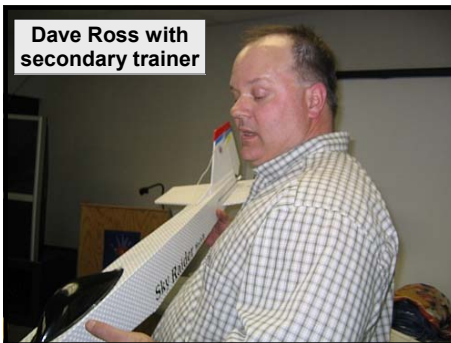
Dave Olson and class T.F. Contender



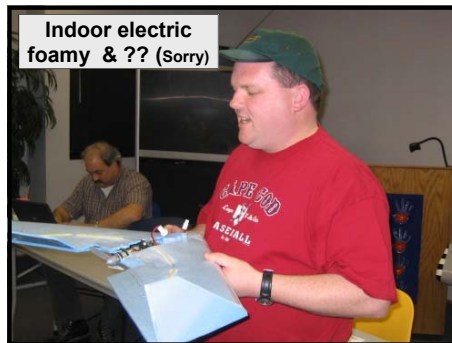
Kevin Hyde displays the Raffle item



President Culver, searching for sympathy



Dave Ross with secondary trainer



Indoor electric foamy & ?? (Sorry)



R.K. Brown & his new club trainer



Dave Brachs displays his Mach II Skyraider



Galen Lillethorup & Curtis Robin scale electric



Tony Underwood & Goldberg "Ultimate"



D. Behrens and Tail Trap Release



Doc Greenberg RCM Laker & What's his name?



Steve Pecks displays another loser

HAWK TALK

"The Scale Details"

By Tony Green

Well, we have come to another issue of the Scale details. It actually looks like guys are reading what I am writing-good or bad. There seems to be a growing interest in scale airplanes and flying. Remember this is your newsletter and your column. If there is something you want to add, have questions about or even have an article or an idea for a column, get it to me.

The scale guys are still going strong. We had our last get together at Jims' house as usual. There in attendance were about 15 guys. We had great discussion on flying scale by Dean Copeland. Deans talk can be wrapped up in one word, " Exponential." Using Flitemetal or aluminum tape was discussed by Tony Green, and airbrushing by Lynn L. There was lots of discussion on scale detailing, such as rivets, panel lines, washing/weathering and cockpits. Next months discussion will be on electrics.....fantastic topic as I will be doing a hybrid conversion on my DO-335 Arrow. I will remove the OS 60 in the rear and converting it to electric. So it will have glow on front and electric on the rear. I will detail this conversion in the future articles. Mike Crosby had his Top Flite Stinson there on display. This has a very unique paint scheme. It was done up in a m British navy scheme. Need to see it to believe it- Lots of detail. Well if anyone wants to come to this meeting, they are open to anyone into scale. Give Jim your email address and get on the mailing list. After next month, we will probably be having fly-togethers. So look for us at the fields around town.

This months column will be written by a guest writer, Bob Roegge. As many of you know, he is a great builder and flyer. What is amazing about Bob is that he is diversified and loves to be challenged. He likes to be challenged either by the project or the competition. He races cars, competes in scale contests, scratch builds....and that is just the stuff I know of. Bob has been sending me pictures of his latest endeavors. Now we can all relate to what Bob is doing here. I have this theory that all modelers born before 1970 are Cox, Guillows and Sterling model survivors. Face it, if you could get one of those projects to fly and then to fly consistently you were considered a God. Those manufactures were only put in place to weed out those guys who are not suited for this hobby. Although some have slipped thru the weeding process and ARFs have circum-

vented the proven process entirely (my opinion). They taught us patience, patience, patience, oh yea and frustration. Sometimes even first aid. I would love to hear some of your stories about getting into the hobby. So Bob has been hanging out with the indoor guys and has sent us a write up and some pictures. So enjoy his article and check the guys out. There is a wealth of experience and knowledge involved with these guys and their airplanes. Because of modern electronics, many guys have returned to these planes of yester year in an attempt to make them fly....once and for all....

ELECTRIC INDOOR SCALE

By Bob Roegge

My favorite segment of the RC model airplane hobby has always been building scale models. In 1999 however, I became intrigued with indoor flying and built a couple slow flying aircraft to participate in that area of the hobby. In December I took notice of the exquisite models built by Galen Lillethorup. Realizing that indoor and scale could be indoor-scale I began looking for a subject to model. While browsing the aisles at the hobby store I took note of the Guillows free flight kits and wondered if they could be converted to indoor radio control. A little research on the internet made me realize that it could be done but the wing loading would be high resulting in to high an airspeed for comfort and/or the micro gear to keep the weight down would be cost prohibitive.

None the less I bought a Guillow's Aeronca Champion kit and took it home for closer inspection. My thoughts on weight were confirmed but it occurred to me that the plans could be enlarged and serve my needs. A trip to Kinkos yielded a new set of plans that were 50 percent larger 35" wingspan versus the kits 24" wingspan. I a few days the airframe was framed up. The most challenging part of scratch building the model was to modify the wing construction and create a removable one piece wing with a stronger spar. And of course there was not a cowl available so I created one with a little balsa and white Styrofoam. Styrofoam sands very nicely. Soon I was again at the hobby store buying a motor and radio gear. I wanted to keep this experiment reasonably cheap so I bought a GWS IPS "A" motor/gearbox and GWS servos, receiver and electronic speed control. I looked around for covering that would be appropriate for this type plane and settled on Sig Silkspan (Japanese tissue). I decided to

(Continued on page 6)

WHAT'S UP

MARCH

31 - Omahawk Meeting with A.M.A Vice President, Mark Smith

APRIL

05 - Business Meeting - Please attend & help guide our club

06 - Flight Training starts - Hawk Field @ 6:00 p.m.

15 - Benson High Competition Bring a display model & an indoor electric to fly

MAY

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

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

FLIGHT TRAINING NIGHT

EVERY THURSDAY EVENING, STARTING AT 6:00 PM

HAWK FIELD NEWS CHIEF APPOINTED

Mike Lollis has joined the Omahawk News Team as "Chief Reporter - at large". Mike joins Jim Minear, who currently heads up the HawkTalk photography department.



Mike is in search of two assistant reporters to assist in bringing all of the daily field news, which is fit to print, to both Omahawk members and Hawk Field Flying Permit holders.

Applicants should be reasonably literate, spend a lot of time at the field and have a good sense of humor. They can expect to receive their own private Press Card, front row seats at all events and no pay.

Call Mike at 445-8908 to be added to the payroll.

Olie, Editor

FLY WITH A PURPOSE:

PART III

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 our flying “workload “. This month we will continue with the control system installation to maximize your models consistency and reliability.

Control System Installation Techniques

We finished last months column focusing on the geometry of your linkages, servos and moveable surfaces. Specifically, one should have a 90 degree relationships at neutral, with the servo arm and the control rod and connect to the control horn at the hinge line. The 90 degree relationship provides for “linearity” or equal travel of your con-



trol surface in either direction.

Yes, one can use the travel volume (Futaba users) to fine tune the relationship...strive for a proper mechanical set-up first.

Are you using servo extensions to extend the length of a servo or battery lead? Virtually every model will require some kind of extension/s. Please consider using only the highest quality, heavy duty and GOLD plated extensions. I was having trouble with interference in one of my latest and greatest precision aerobatic models some years ago. I changed receivers, antennae locations, transmitters and still was able to embarrass myself in front of my peers,

performing a lovely spontaneous knife edge at 4 feet of altitude just prior to landing. I sent all of the suspect parts to Radio South for repair. My problem was my decision to use a \$1.99 SILVER plated aileron extension! Lesson learned.

Now that you have chosen high quality servo extensions, how will you keep the leads from coming apart? I use ½ A control line thread looped around the plugs and double knotted. Avoid extending battery leads and if you must, use at least 22 gauge wire soldered and protected with heat shrink tubing. Finally, route all servo leads away from antennae and power wires to avoid any radiated electro magnetic interference.

Center of Gravity

The single most common destroyer of beautiful model airplanes is an incorrect (CG) or center of gravity. Specifically, the first flight is attempted with a very rearward or tail-heavy condition. We have all seen this... new model charges down the runway (with a little right rudder), leaps into the air, model exhibits extraordinary pitch sensitivity flying in a tail low attitude, engine coughs, modeler yells “I don’t got it”, model tumbles into ground. Your model came with a suggested (CG) range. I suggest you make every effort to fly the initial flights with a balance point in the furthest forward recommended (CG). At the end of the day, the (CG) will be influenced by the model, your flying skill and flying style. Future columns will tweak some aspects of trim and roll tendencies MOVING the (CG). For most of the 90’s, several of us flew with a rearward (CG) which, with lots of elevator exponential, gave us a confident “feel”. Ask Claude Weimer.

Once again, I was having trouble with a very popular, world-class airplane that I just could not get to fly right. The model “presented poorly” (fancy phrase for “looked crappy in air”) and gave me fits in any cross-wind. I had a chance to have the designer spend 4 days in Wisconsin last fall. Long story short, he added 4 ounces of lead to the nose, adjusted the wing, stabilizer and engine incidence a tiny bit. I had a completely different airplane that is now my favorite of all time! I had fallen into a “been there, done that” trap. My ego, clearly ill conceived, prevented me from properly setting up the model, almost to the point that I was going to sell the planes.

More lessons learned.

Next month we will talk about sealing your hinge gaps, lateral balance and aileron differential. Thank you for considering to fly with precision.

Rusty

rdose@wi.rr.com

PIONEER OMAHAWK **RETIRES**

Stan Halski, long time Omahawk member and one of the few who can claim to be as old as the editor is closing up shop and retiring to St Louis with his wife Clara, to be with family. Stan has been in the Model airplane hobby for many years and is an excellent craftsman. Because Stan has always enjoyed building more than flying, his aircraft and equipment are in excellent condition. Clara recommends selling his fleet rather than attempting to pack it up for the 400 mile pilgrimage to Missouri. So here is an opportunity for some of our newer members to pick up some outstanding R/C values and make Clara happy at the same time.

Super Sale

Here is a partial list of the inventory: **2 Sig “Seniorities” – 1 “Fleetermouse” – 1 Sig “Clipped Wing Cub” – 1 “RCM Trainer” – 1 “Commander” old-timer - 2 OS 25 engines – 3 OS 40 engines – 2 Airtronic Radio Systems – Field Box – Starter – extra Servos – Parts – Pieces and Tools.**

Call Stan at 731-5528 for additional information or an appointment. You can plan on taking home your selections for **LESS THAN 40¢ OR 50¢ ON THE DOLLAR**

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"Hawk Talk"

Voice of the Omahawks

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SORRY
IF THIS IS YOUR LAST
HAWKTALK
RENEW TODAY

(Continued from page 4)

The Scale Details

make it represent a military L16A. In no time the plane was complete and ready to test fly. The all up weight with a two cell LIPO of 640 MAH was just 7 ½ ounce. Not having the patience to wait for a flying event, I went to the soccer center and asked if I could test the plane. It lifted off after about a 25 foot run and was flying! Success.....and I was hooked.



The next trip to the hobby store I was surveying the other offerings from Guillows. I really liked the Golden Era

Fairchild 24 and the WWI Nieuport XI looked interesting. Finding it difficult to decide I bought both. The first build was the Fairchild. Enlarged 50 percent it also came out with a 35" wingspan. The overall plane is a bit bigger and I added more scale details and the overall weight ended up 8 ¾ ounce. With the same GWS "A" motor it also flew with ease. On to the Nieuport.....

Being a biplane and having a bit more wing I decided on a 25 percent enlargement of the Guillows plan yielding a 30" wingspan. The Nieuport had an exposed rotary engine and would not look correct with just a little electric motor so I scratch built an engine. And of course it had to have armament so a Lewis 30 cal had to be built. I also decide to add ailerons and make it a four channel. Being bigger and having even more detail I opted for the GWS double "A" motor/gearbox. The overall weight was close to 12 ounces wet. The initial test flight saw the tail come up and the plane lift but it wallowed as if it did not have enough thrust to climb out. Either a different prop or a 3 cell LIPO will be required to get it airborne. That will be

soon.



Then I remembered the plans in the basement for the 1913 Eastbourne Monoplane. Could they be adapted? I dug them out and after a little study concluded that at 80 percent I would have a 35" wing. Off to Kinkos again. Same gear, GWS "A" motor and 2 cell LIPO and another 7 ½ ounce plane. The test flight proved it to be a very nice gentle flyer.

Now my wife has been patient but has put her foot down.....at least until I get the taxes done. What will I build next? Maybe a Dehaviland DH2.

Bob

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