



Hawk Talk

THE VOICE OF THE OMAHAWKS R/C INC MAR, 2017
Corporate Office - 2739 N 61st St. Omaha, NE 68104

President... Casey Vohnout
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Secretary... Greg Nelson
Treasurer... Kevin Hyde

NEXT GENERAL MEETING: Friday, March 31st * 7:00 P.M. * Church of the Cross, 1517 S 114th St.

GENERAL MEETING PROGRAM: Free flight and Sailplanes

NEXT BOARD MEETING: Tuesday, April 18th * 7:00 PM * Church of the Cross, 1517 S 114th St.

ALL CLUB MEMBERS ARE ENCOURAGED TO ATTEND BOARD MEETINGS

New Flying Field

Although it's not really a "new" field, it's certainly going to feel like one as this year's flying season gets in full swing. They said we couldn't put a man on the moon. They said we couldn't land the rover on Mars. And they said we'd never get rid of those trees at Hawk Field. Well.....they were all wrong. With the framework of a new city contract, persistent drive of Dick "Bulldog" Behrens, and thirty or so volunteers this past weekend; Hawk Field has been born again. Below and on the next page are before, during, and after pictures of all the clearing that was done. Many thanks to those who pitched in to make this happen. And a special thanks to Jacob Brown and his crew for helping with the project as well. (Jacob has the company that provides grass cutting services at Hawk field.) What a great way to start a new season!



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2017 Omahawk morning event schedule

Mar 18, 2017

<u>Date</u>			<u>Event</u>	<u>Coordinator</u>
May 10	Wed	9am-noon	Old Timers	Dennis Bender
June 3	Sat	9am-11am	Float Fly	Tom Virgillito/Ron Pacana
June 7	Wed	9am-noon	Old Timers	Dennis
June 14	Wed	830-11am	SIG planes	Dick B/Bud Mitchell
June 21	Wed	830-11am	El-Sailplanes	Frank Wisniski
July 5	Wed	9am-noon	Old Timers	Dennis
July 8	Sat	9am-1pm	Float Fly/Pizza/\$5 fee	Dick B/Bob Z/Ron P
July 19	Wed	830-11am	El –Sailplanes	Frank W
Aug 9	Wed	9am-noon	Old Timers	Dennis
Aug16	Wed	830-11am	Float Fly	
Aug 23	Wed	830-11am	El-Sailplanes	Frank W
Sept 9	Wed	9am-noon	Old Timers	Dennis
Sept 13	Wed	830-11am	El- Sailplanes	Frank W
Sept 17	Sun	9am-11am	Float Fly	Tom V/Ron P

At the old timer events, lunch will be available with a donation requested, as we no longer have the donation of recent years.....At the weekend float flies, electric powered planes can fly starting at 8:30am.

Seaplanes at Hawk Field. Although it's a little early for float flies, that didn't stop Larry Inness and Keith Kroeker, from flying their seaplanes off the grass. Special thanks to Nelson Carpenter for providing the video.

<https://www.youtube.com/watch?v=QjliBjs-iQY>

If you haven't already done so, please renew your membership for 2017

http://omahawks.net/aboutus/paypal_app2.asp

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Details and Distractions by Steve Farner

“Aviation in itself is not inherently dangerous. But to an even greater degree than the sea, it is terribly unforgiving of any carelessness, incapacity, or neglect. “

— *Captain A. G. Lamplugh, British Aviation Insurance Group, London. c. early 1930's.*

I am a private pilot who is new to the RC airplane hobby. I watched from the “other side of the fence” for years until my son Jack expressed interest. We built a trainer, joined the club, and starting becoming Thursday night regulars. The hardest part for me is knowing my actual airspeed, and reversing the controls when the plane is coming towards me. It has not come natural to me, and it is frustrating when I know in my head how to fly and what needs to be done, but cannot translate this to the airplane.

What has been particularly interesting to me is observing the similarities between RC and full scale flying. For example, almost every procedure in a full-scale airplane uses a checklist. The preflight, engine start, arrival, and landing all use detailed checklists. As you know, when we get distracted, bad things can happen, and the checklist is designed to structurally prevent distractions.

We don't use checklists and procedures in modeling in quite the same way. This is OK, the consequences are not as severe, but the concepts are similar. One night our rough running engine was attributed to a loose gas tank causing bubbles in the fuel. I said something to the effect of “I think this is good enough for now,” and one of the instructors laughed and said to watch out for any pilot who says things like “good enough” or “should be OK!”

Last night Jack and I had two incidents that reminded me of the importance of a routine, attention to detail, and concentration. We had the field to ourselves with little wind...a perfect time for me to practice. I successfully completed a takeoff...something new to me. I have been practicing low approaches with Jack on the buddy box, and decided to bring it all the way in for landing. It was successful, but did run off the end of the runway. We talked for a minute, then heard our little trainer suddenly go to full throttle and barrel towards the fence. Yes, we turned off the radio before retrieving the plane.

Our routine was broken because we had the field to ourselves and did not retrieve the plane using our normal procedures. We got distracted, starting talking, and by the time we went to get the plane, it didn't occur to us that the engine was still going. We got lucky...the weeds stopped the motor before any damage. I was fired up for the next flight. I had successfully taken off, landed, and was really feeling good. I was thinking that a few more landings and I would be ready to ditch the buddy box and solo. I pushed the throttle stick forward, but for some reason was thinking about everything else other than taking off. I recall thinking that this landing approach needs to be slower so I don't run off the end this time, this flight should be our last one so we can get home for dinner, and also pondering if we should get gas on the way home. At about 12 feet off the ground, the airplane turned inverted, and hit the ground propeller first. I'm sure everyone has had that hollow empty feeling where you just want to turn the clock back 20 seconds and do it again. The damage ended the night for me, but is fixable.

This happened so quickly that I'm not sure exactly what happened. I believe I pulled up too soon with insufficient airspeed and simply stalled it in. Or, I might have mistaken the throttle for the elevator and chopped power when I thought I was rotating. Jack simply thinks it was “a terrible take off.” Without knowing exactly what the “pilot error” was, I do know that the root was my mental distractions. Both incidents reinforced the importance of paying attention to detail, and having full attention on the task at hand.

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Omahawks Board meeting minutes
21 Mar 2017

Call To Order 7:05 pm

Present Casey Vohnout, Gary V, Rick S, Dennis B, Dick B, Larry, M, Kevin H, Greg N.

Treasurer's Report, Kevin H.

Field Chairman

- Port-a-potty is turned over again. Ground anchor is pulled up. Will reinforce with concrete anchors in post holes.
- Tree removal went well. City needs to come get the brush. City will brush mow yearly. Board will look into renting brush mower as well.
- Asked Mikey about replacing RC PILOT ONLY signs.

Honorarium for LeRoy Henderson is suggested. \$100. Motion accepted. Kevin will deliver a check. Kevin will also pay the arborist.

Board will ask City to deliver round rails and fence posts now. We will keep them safe till Clean up day.

Clean up day will be Saturday May 6th at 8 AM. Clean up day tasks

- Set fence
- Make post holes for securing port-a-potty
- Fix broken fence post in concrete
- Safety fence ties
- Safety fence top rail
- Police trash south end east of runway

Next Month's general meeting program is Free Flight and Sailplanes.

Raffle prize will be Hobbytown Gift Cards for \$50 and \$25. Kevin will purchase.

Training Night

- Will ask experienced builders to help on training nite to fix broken airplanes.

Adjourn 7:50