

Hawk Talk



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THE VOICE OF THE OMAHAWKS R/C INC Vol 67, # 03
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, March 30, 2018—7:00 PM – 9:00PM *Church of the Cross, 1517 S 114th St.
MEETING PROGRAM: Club updates, bring something to show at the meeting.

NEXT BOARD MEETING: Tuesday, March 20, 2018-- 7:00PM – 8:30PM *Church of the Cross, 1517 S 114th St.

ALL CLUB MEMBERS ARE ENCOURAGED TO ATTEND BOARD MEETINGS

President's Message!

The runway is clear and the ground is starting to thaw out. Now all we need are some warm days!

Training will be every Thursday evening from 6:00 PM to dusk beginning in April. Invite a friend out for "Free Flying"!

Do you have your airplanes/ drones/ helicopters ready, batteries checked out, engines tuned?

Flying season is just around the corner!

We have a full calendar of events so check out the online schedule at www.Omahawks.org.

Note that we have a Pattern Flying seminar on April 10th from 6-8pm at the church.

We always need volunteers to help out. Specifically we need a volunteer to plan the program portion of our monthly meeting.

He/she would identify informative programs and recruit speakers to share their expertise with our membership who attend the monthly meeting.

See you at the field!

Rick Sessions

Omahawks General Meeting, March 2 2018, CTO 7PM
Rick Sessions Presiding

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Membership Report by Kevin. 66 paid members. About 11 short of goal. Dues being accepted tonight! Hall is reserved for our next auction Sept 30, 2018.

Newsletter report: Proposed changes include 'Meet the new guy' section and accepting paid advertising from members.

Field Chair; nothing to report.

Technical advisor program;

Training, Tom Floyd, Bob Wheeler
Nitro/Gas, Ron P, Bernie B, Dean C, Harry P
Electric, Skippy, Jud B
Radio/Receiver, Ed P, Tom F
Balsa building, Dean C, Joe C, Ron P
Foam building, Skippy, Steve T
Maiden/Re-maiden, Robert G, Skippy

Recruit A Friend! Thursday evenings start April 5th! Proposal to get a big TV and Flight Simulator at the field or at Hobby town.

Online Communications team; Kevin and Skippy working on Omahawks Facebook page.

"A Blast from the Past" select articles from past newsletters:

HOW TO BUILD LIGHT WEIGHT FLOATS AND ATTACH THEM TO YOUR PLANE
Submitted by **Dick Behrens** original story 2007-2008 time frame.

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 epoxied 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.

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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 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 1/4 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.

Wing Chord	1 degree	2 degree
9 inch	3/16 inch	3/8 inch
12 inch	1/4 inch	1/2 inch
16 inch	5/16 inch	5/8 inch

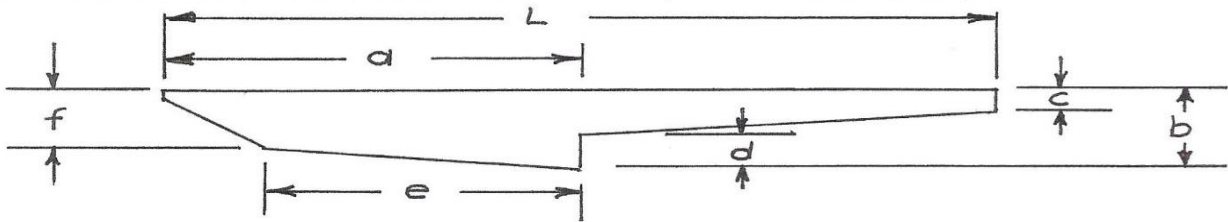
Engine. Flying off water usually requires a slightly stronger engine than flying off land. A plane with a 73 inch wing span, like the SIG LT 40 or Telemaster, fly well off water using a .46 two cycle or .52

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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)

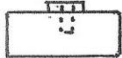


L	34	36	38	40	42
a	17	18	19	20	21
b	2.72	2.88	3.04	3.20	3.36
c	.48	.55	.63	.70	.77
d	.75	.75	.75	.75	.75
e	12.8	13.5	14.3	15.0	15.8
f	1.83	1.94	2.04	2.15	2.26

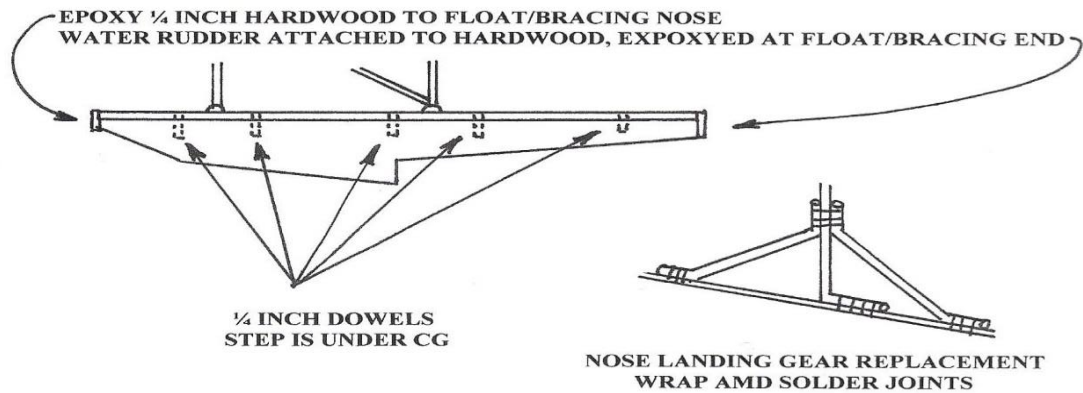
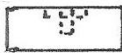
ENGINE SIZE	FLOAT WIDTH
10 - 25	2 in +
30 - 40	3 in
45 - 80	4 in
90 - 1.2	5 in

HARDWOOD BRACING

ON TOP



OR
INSERTED



(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 Zitzsperger.

We reached out to our members for information about their Winter Builds
Builds listed in no particular order..

Keith Kroeker has two winter build projects that he is sharing for the newsletter :)

First picture is of my new Beechcraft Bonanza which is an ARF made by VQ Model. It is a balsa constructed GP/EP 46 size model that has been assembled using an electric power setup using a 6s battery. It features a lot of scale details including electric retracts with oleo struts, detailed cockpit, LED lights, and an aluminum spinner with 3 blade propeller. It has been built and is ready for maiden this spring.

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The second picture is of my new Yak 3U WWII Warbird which is an ARF made by Seagull Models. It is a balsa constructed GP/EP 20cc size model that has been assembled using an electric power setup using a 8s battery. It features a lot of scale goodies including retracts with oleo struts, detailed cockpit, LED lights, and graphics that are modeled after the Steadfast racing plane that holds multiple international speed records. Below are some links stories and information on the real plane. As you can see in the picture, I have a bit more work to do on it but will have it ready later in the spring to maiden and maybe set some more speed records.

Yak-3 SteadFast - Fighter Pilot Jet Flights @ <https://fighterpilot.com.au/yak-3-steadfast-wwii/>

Or try this link:

One Fast Yak: @ <https://www.airspacemag.com/military-aviation/one-fast-yak-23302156/>

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Tom Floyd provided us the following update on his Sig 4-Star 120.

Built a Sig 4-Star 120 over the winter. Did some minor modification by adding wing tips and altering the shape of the tail feathers, engine is an OS 120 four stroke. This is a sport plane with good flight characteristics but tried to make it "kind of" look like a Mustang Red Tail.

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Dan Creagan provided the below submission:

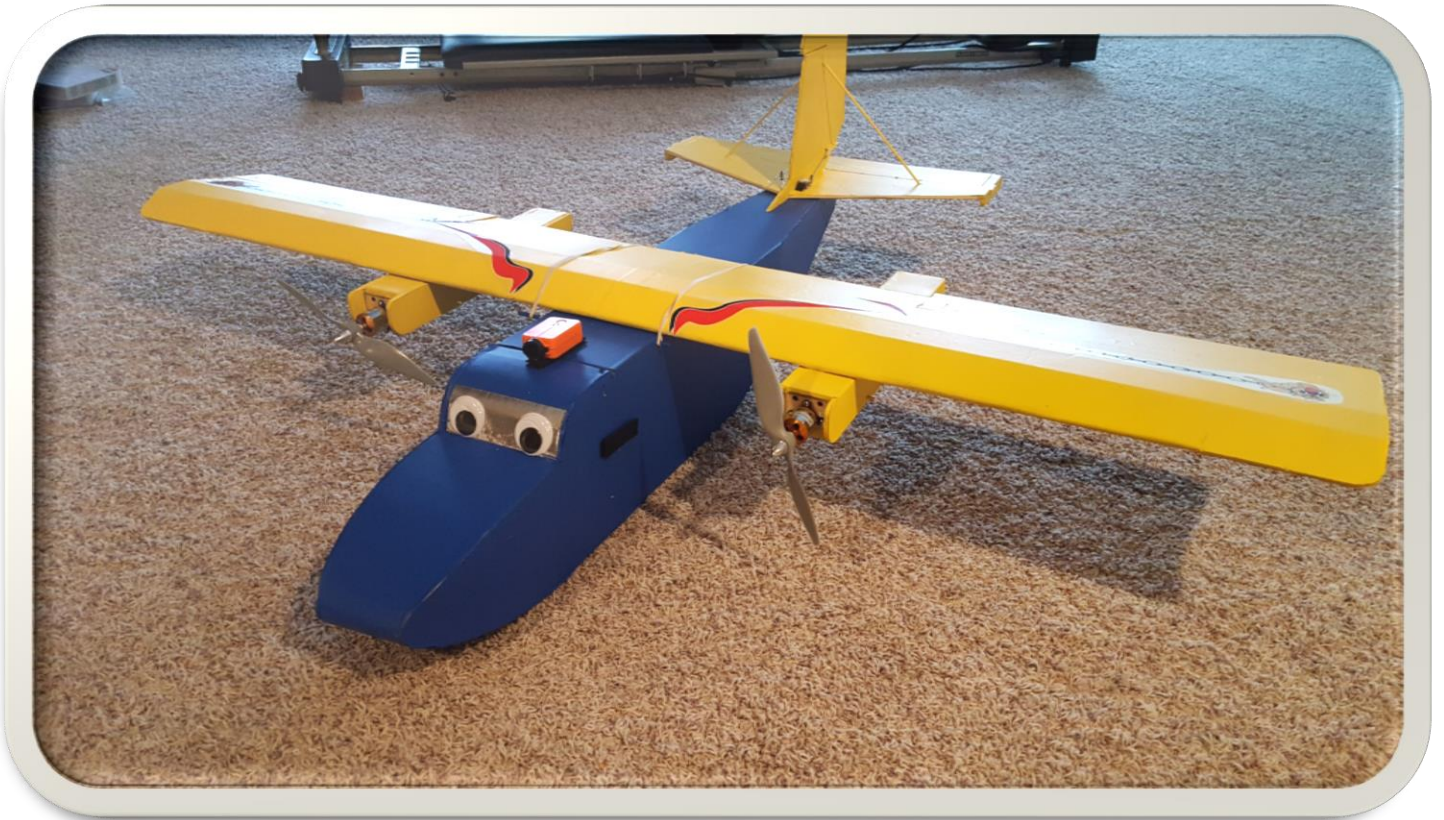
This is a FliteTest Guinea Pig. It has a total of 620 watts of power, counter rotating props, differential thrust, and even a cargo hatch in the back. Wingspan is 59 inches. It is made from Dollar Tree Foam Board. It is assembled with hot glue and epoxy. The design is from Flite Test and I added a stronger spar and oversized ESCs and slightly oversized motors. I maiden it a week or so ago during a nice day. It is a gentle airplane that can do flat spins and loops with ease but will cruise like it is on rails.

Here is the YouTube video @ <https://www.youtube.com/watch?v=1cvbpVmLj2Q&t=6s>

Great job Dan, on the video, the build and the accompanying music!!

Total material costs (less electronics): \$7

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Upcoming Events

- Breakfast get together every Tuesday Morning @ Hy-Vee, 10808 Fort St, Omaha
- March 20, 2018—7PM – 8:30 PM – **Board Meetings** - Church of the Cross, 1517 S 114th St
- March 30, 2018—7PM – 9:00 PM – **General Club Meetings** Church of the Cross, 1517 S 114th St
- April 5, 2018--6:00 PM – 9:00 PM – **Training Night**
- April 10, 2018--7:00 PM – 9:00 PM – **Pattern Flying Seminar** contact Bob Wheeler @ rjwheeler01@gmail.com if interested
- April 12, 2018--6:00 PM – 9:00 PM – **Training Night**
- April 17, 2018--7:00 PM – 8:30 PM – **Board Meetings** - Church of the Cross, 1517 S 114th St

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ARTICLE SENT IN BY: Bev Ross

In the beginning
He brought home the R/C kit.
And he said, let there be light!
And florescence blessed the work
And he saw the light and it was good.
And he called the light Day.
And the evening and the morning were the first day.
And he said,
Let there be a clean place in the midst of this chaos
So I can get some work done.
And it took him awhile but it was so.
And he called this clean place the work bench
And the evening and the wee hours of the morning were the second day.
And he said, let there be a gathering together
of exacto knives and 5 minute epoxy and monocoat.
And the Hobby Shop was fruitful and brought forth 5 minute epoxy and
exacto knives and monocoat after its kind
And he saw that it was good.
And the evening and the morning were the third day.
And he said, let there be a coming together of balso and glue
And it was good-
And the evening and the morning were the fourth day.
And he said, let there be sanding and monocoat ironing and much testing
of servos
And he saw that it was good
And the evening and the morning were the 5th Day.
And he said, let us make this kit in the image of the one on page 62 of the
August 1974 issue of RC Modeler and he created it so and blessed it and
saw that it was good.
And the evening and far into the morning was the 6th day.
So on the seventh day, having finished his task,
he ceased from this work he had been doing and rested.
Bet me!
Not as long as there's a clear patch of firmament around.

Hey fellow OMAHAWKS were are those articles you were going to send to
me?

Above submission provided by Kevin Hyde from April 1976 Newsletter...

Thanks for all members who contributed to this month's Newsletter!!