



Hawk Talk

THE EDITORIAL VOICE OF THE OMAHAWKS R/C INC.

VOL. 55 NO. 5

Corporate office 2739 N.61 St. Omaha, NE 68104

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Editor and Publisher

Secretary... Mike Berger (932-4391)

Vice Pres... Mike Lollis (445-8908)

Olie Olson (397-6636)

Treasurer... Kevin Hyde (614-4192)

**** AGENDA ****

GENERAL MEETING: Friday, May 26, 2006 * 7:00 P.M. * Make-A-Wish Foundation * 11926 Arbor St.

PROGRAM: Video of Expo '89

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

ALL MEMBERS ARE ENCOURAGED TO ATTEND THE BUSINESS MEETINGS

FLOAT FLY

Saturday, May 27, 2006

(Makeup date June 3)

9am to noon

Standing Bear Lake

With Chase Boat

Coffee, Krispy Kremes & bananas at 830 am

\$5 Landing Fee for pilots without Hawkfield Permits
Sponsored by Omahawks

Info: Bob Zitzelberger 493-1610
Bob Burt 339-7482
Dick Behrens 451-6397

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FLOAT FLY

June 13, Tuesday

(Makeup Date June 20)

830 - 1130 am

Standing Bear Lake

Chase Boat

Coffee and Krispy Kremes

\$5 Landing Fee for pilots without Hawkfield Permits

Sponsored by Omahawks

More Info: Bob Zitzelberger 493-1610
Bob Burt 339-7482
Dick Behrens 451-6397

Memorial day President's

Egg burn

Monday, May 29th

9:00 AM



[Details on page 3]

OMAHAWKS ASKED TO VOTE

At the monthly Omahawks Board meeting held May 3, the Omahawks Board approved using U.S. Mail to send ballots to all Omahawks members. The general membership vote is being called to decide how you would like our club to pursue liability insurance coverage for Hawk Field and Omahawks members. Each ballot will have a letter explaining the two options we have to choose from, which of these two options the Omahawks Board is recommending, and will also contain a questions and answers sheet that will hopefully answer any questions you may have. For your convenience, the mailing will also include a self addressed and stamped envelope for your use to return your ballot.

Our goal is to have the ballot, letter and questions and answers sheet completed and mailed to all Omahawks members no later than May 30. The Board requests you review the material, cast your ballot, and mail the ballot back in the self addressed and stamped envelope **postmarked no later than Thursday, June 15**. This gives the Board time to receive and tabulate all the ballots no later than June 23 so we can announce the results at the general meeting on Friday, June 30 (held at Hawk Field).

The Board would like to thank everyone in advance for taking time to review the material before making a decision and for taking time to cast your vote. If you have any questions please feel free to call or email me or another Board member.

Steve Culver
President



MIKE BERGER STEPS TO THE PLATE

After 20 years, 10,000 hours and 220 issues of Hawk Talk, the editor and producer, Olie Olson, has decided that the time has come to introduce some fresh new blood to the position.

Mike Berger will greet you next month as Hawk Talk Editor. Please lend him a hand and give him your full support. Our News letter is a valuable club asset.

Olie

FRIDAY'S

RAFFLE

\$100.00

GIFT CERTIFICATE

From Hobby Town

4 FREE TICKETS

FOR "SHOW & TELL"

Or \$1 Each - Six for \$5.00

\$10 Buys Fifteen

HAWK TALK

THE MINUTES

Mike Berger, Secretary

GENERAL MEETING.....4/28/2006

Called to order 7:10 pm.
Members and guests present: approx 40.
Guests: Skip's wife.

Ralph Membership report: Club has mailed out notices to members that have not paid their dues. About 20 new members or renewals for a total of about 127.

Olie - newsletter report.

Jim Minear - Library report: One new video.

Announcements:

Thanks to all who showed up for work day.
New roof on impound looks good.
Fred Wilke Thanks to all who all participated in the Benson Competition Day. Thanks to Ron and Claude for delivering fuel from the fuel buy and handling it. Thanks to Clyde Noyes for delivering the asphalt grindings for the parking lot and Double D for spreading it.

Events:

Float Fly's : Tues May 2, Sat May 27, May 29
- Memorial Day Egg Burn,

Discussion of insurance issue:

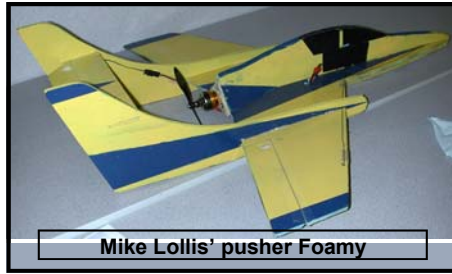
Discussion of issue will be the number one issue at the board meeting . The board will make a recommendation to the membership.



Solo Certificate handed out to Nathan Brown who has soloed at last.

Show & Tell:

Unknown - 3 channel old timer
Mike Lollis - Foamy four ticket special
Doc Greenberg - Flexible laser pointer w/ led light and magnet
Fred Wilke - Great Planes Seabird Float Plane



Mike Lollis' pusher Foamy



Fred Wilke's beautiful Seabird

BOARD MEETING.....5/3/2006

Board members present: Steve, Kevin, Mike B, Brad,, Fred, Mike L, Skip,
Also present: Olie, Ralph, Ron Williams, Claude Weimer, Doc Greenberg, Bob Z, Larry Quigley, and others - Called to order 7:05 pm.

Ralph - membership report - 4 more members

Newsletter Report - Olie - need something on the improvements to the parking lot. Skip will write an article. A member and Double D Excavation contributed to that. A piece on the fertilizing of the field will help, too. Memorial Day Egg Burn is coming up and need an article for that. Olie is retiring and will need someone to take over the task. Kudos to Olie for his years of devotion to the task. The Hawk Talk is the best newsletter in the country and much work has been done to keep that up.

Field Report - Thanks to those who showed up to fertilize the field last Thursday. Steve will write a letter to Double D and Clyde to thank them for their support. Still need action on Sun Dogs Hut and port-a-potty shelter as previously proposed. Steve is pursuing the sign replacement for the handicapped parking and helicopter signs. Club will investigate the possibility that we could put up a light at night to illuminate the field.

Insurance Issue: Question: How many members are in club - 127. How many are there that are AMA: 67% Discussion of various coverage's followed and whether we should decide to join AMA or not. At question is whether private insurance would adequately cover club and members. AMA is tailor made for R/C clubs.

Motion : That board recommend to the club that we become an AMA charter club. Seconded.

Discussion followed. Motion voted on and passed unanimously by board members present.

Discussion follows as to how to present the recommendation to the club and carry out the vote. Motion made that Steve Culver should commission a subcommittee to create a letter and Q&A sheet to be sent with a ballot to the general membership. Motion seconded and

passed. Subcommittee will be formed by 5/12 with ballots mailed by 5/30. Newsletter article needed for proposal.

Raffle for May Meeting: Hobby Town Gift Certificate

Program: Video on Expo '89

WHAT'S UP

MAY

27 - 1st Saturday Float Fly
9:00 AM - 12 Noon

29 - Memorial Day President's
Egg Burn

JUNE

12 - Tuesday Float Fly
8:30 AM - 11:30 AM

JULY

22 - Saturday Float Fly
9:00 AM - 12 Noon

**FLIGHT TRAINING
NIGHT
EVERY THURSDAY EVENING,
STARTING AT 6:00 PM**

YA GOTTA WEED AND FEED THE GRASS

By Skip Brown

On Thursday, April 28, several volunteers showed up for student night early to help with fertilizing. We had a hand full of spreaders and Ralph Brown arranged to get 10 or 12 bags of Scott's weed and feed out there to spread. This was enough to do the pit area, the areas west of the runway by the safety fence, east of the runway for about forty feet, and both north and south ends. We even had enough to do the playground. Thanks to the number of people who showed up, and those that brought spreaders, we were able to get this done so as not to disturb training. A lot of "bull" was spread in a very short time.

Skip Brown

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Show and Tell



A nice Park Electric by an unnamed craftsman

PARKING LOT RESURFACING

By Skip Brown



If you have not been to the field recently, you are going to see a big change upon entering the parking lot. An anonymous club member arranged for nine loads of asphalt chips to show up. Our good friend and owner of Double D Excavating, Mr. Dave Doll, arranged to have the chips spread for us in a very timely manner for the beginning of the summer flying season. His operator did a very professional job getting the lot in shape. They have asked us to drive gingerly over the chips and they will pack down superbly (i.e.: don't spin the tires!!!). Our hats are off to Dave and Double D!!!



GET YOUR STANDING BEAR FLYING PERMIT TODAY.

\$5.00 MORE MAKES YOU AN OMAHAWK & ALLOWS YOU TO HELP MANAGE THE FIELD

HAWK FIELD NEWS

4/26... "No Step, Please"



Lollis Photo

4/27... Flight Training



Morgan Photo

5/9... "Now, I'm gonna tell you"



Morgan Photo

5/9... Jim's Stearman- maiden voyage



Jim Henley Photo

First Take-off



Jim Henley Photo

THE PRESIDENT'S EGG BURN



It's that time of year again! Where the days are longer, the flowers begin to bloom (as well as the weeds), the grass needs to be cut every other day and the ***Omahawks get together the morning of Memorial Day to feast on lots of eggs, bacon, and whatever else is brought out to Hawk Field.***

Regardless of weather or what you have planned for the rest of the day, please make time and come to breakfast with us on Monday morning, May 29th. ***Bring the wife, kids, a kite or two and an airplane for yourself and join this fun Omahawk's family gathering.*** The Egg Burn is the largest such event of the year and the only one catering to our Pre-school and Elementary school children. ***Everyone is invited, regardless of club affiliation. All you have to do is bring lots of bacon and eggs, whatever else you would like to eat, something to eat with and something to eat from.*** Oh, and please bring your appetite!

Your current Omahawks Officers will handle all of the rest, including gallons of juice and coffee. The egg burning starts at 9:00 a.m. and ends when we are out of bacon and eggs!

WE HOPE TO SEE YOU THERE.

Steve, Mike, Kevin & Michael

Steve Culver, President

Flying From Standing Bear Lake



A MINIMUM OF 7 MORNING FLOAT FLYS

\$5.00 Landing Fee
FREE with a Flying Permit

May 27	Saturday	8:00-12:00noon
June 13	Tuesday	8:30-11:30 AM
July 22	Saturday	9:00-12:00 noon
Aug. 8	Tuesday	8:00-11:30 AM
Sept. 19	Tuesday	8:00-11:30 AM
Oct. 3	Tuesday	8:00-11:30 AM

FLY FROM HAWK FIELD

The finest R/C field in the Midwest. Buy your Flying Permit today. \$5.00 more makes you an Omahawk



MAY 2 FLOAT FLY REPORT

Sixteen pilots signed in and flew in this event, with an additional 20-25 more attending. The weather forecast for the day was for winds of 15-25 mph. However, early on the wind was nearly calm. The wind didn't pick up until around 930-10am, allowing all who signed in to fly.

Captain Russ Ault piloted his chase boat with help from sailor Eric and others. Ralph Brown brought the Krispy Kremes and Doc Greenberg the coffee.

Dave Olson flew off water for the first time, using his new ARF plane. Tim Peters flew his new SIG float plane for the first time. One careless unnamed pilot accidentally put his fingers in his engines prop while it was still running. One finger later received seven stitches.

Other pilots were: Bob Anderson, Chuck Poore, Skip Brown, Herb Grothe, Ed Splittgerber, Larry Puls, Bob Burt, Gale Sherman, Frank Wisniski, Ralph Brown, Bob Roegge, Bud Mitchell, Bob Zitzlperger, and Dick Behrens.

Dick Behrens, Director

[Photos by Steve Culver & Larry Quigley]



[Continued on page 6]

FLY WITH A PURPOSE - PART V

By Rusty Dose

How can I fly cool maneuvers and impress my friends?

You CAN fly cool maneuvers and impress your friends if you learn the basics of flying with precision.

The Basic Elements Reviewed

Flying with precision has a number of basic elements, including control system installation, airplane set-up, flight trim and verification, the basics for wind correction and a few fundamental flight techniques. Flying with precision is NOT simply flight technique and execution. Our goal is to minimize your flying "workload". This month I want to go back to the specific definitions of set-up, flight rimming, flight perspective and visualization.

Clear your mind before continuing...

Have you cleared your mind or at least allowed for a new perspective? My theme is flying with precision. Actually, your goal is to fly cool maneuvers...I can teach you IF we can agree what it is YOU really need to learn, not just what you THINK you need to learn. We need to agree that your goal is to optimize the relationship between pilot and model and identify specific areas to enhance the relationship as pilot skills improve.

In other words, you need to match the airplane set-up to your flying skills. Remember set-up relates to how sensitive the ailerons, elevator or rudder are to your transmitter stick movements. Please, please, please start with the minimum amount of "throws" or surface travel to control the airplane. Many pilots virtually guarantee mediocre results with overly sensitive models that overwhelm their abilities. Hey, your ego is not boosted by having 45 degrees of elevator travel and no disrespect intended...your erratic flying may be making people nervous.

Take a few moments to review this authors previous columns discussing set-up. Flying smoothly can be pretty impressive and is much easier to do when you are in control and not mentally "behind" your model.

Flight trim

Flight trim is a complex subject. For my purposes, when I speak of a "trimmed" model, I mean that the model will maintain a wings level and a horizontal flight path into the wind, at your

chosen "cruise" speed. Cruise speed is the "key" variable in the previous sentence. Cruise speed is simply your preferred, horizontal flight speed. When flying pattern, we typically will try to match the speed of the vertical down line or extended vertical dive with the cruise speed. Flying the model at a constant speed makes it easier to maintain roll rates and geometry which add to higher scores. Any airplane will need different amounts of "trim" at different relative speeds because the airplane's angle of attack will change. The slower the model flies, the wing will need to have an ever increasing positive angle of attack in order to maintain altitude. If you fly the model faster, the reverse is true and maybe different when the model is inverted.

Are you having difficulty getting a stable cruise? Check the "center of gravity" (CG). The (CG) of the model will profoundly affect all aspects of flight, particularly sensitivity about the pitch axis. To prove this point, fold yourself a paper airplane. The airplane will glide, without climbing or diving, at a nice gentle angle, ONLY if the center of gravity is correct. The same is true for our models.

Why should you care? Well, I think it is very humorous when someone, after flying a model for the first time, tells you that it needed no trim. To which I ask, at what speed, or attitude, inverted or up right, knife edge right side up or left side up, full tank or empty tank...zero trim is just not possible.

Are you sure you are seeing what you should be seeing?

Remember when the first time you flew an R/C model and it was harder than you thought? Was it because you did not know what to do or was it because the PERSPECTIVE of you on the ground and the model in the air confused you? Knowing to pull up or down elevator is infinitely easier than accurately and consistently "seeing" what attitude the model is actually flying. One needs to hone their "spatial" orientation, depth perception AND learn what crazy, shadowy shape the model has in a particular attitude. (Read that sentence over about 5 times and it will make more sense.)

This becomes painfully clear when one tries to fly parallel to the runway or

a simple vertical up-line from level flight. If the wings are not perfectly level and the model is not flying parallel to the runway, the model will be off course after the pull-up. The process becomes even harder because most pilots have a kind of tunnel vision, just seeing their model, rather than their model as an element of the sky relative to the ground. Most bystanders tend to visualize the model as an element in the sky and therefore can offer good input to assist the pilot.

Visualization

If you can visualize it, you can fly it. I do not believe you can comfortably fly anything you cannot visualize. I encourage you to visualize what you want to fly before each flight. You will find that you will resolve complex control inputs in the mental pre-flight that during your actual flight will flow from your mind with low stress.

What part of the model do you focus on when you fly? Have you are thought about it? Does it matter? The answer is of course! Think about how you drive an automobile. You primarily look forward to identify traffic, use your peripheral vision to stay in your lane and the rear view mirror to see what you just hit and or change lanes. For now, I suggest you look at the in-board wing tip for wings level orientation and the nose of the model for everything else. I will spend the much of the next column on visualization.

All along I have suggested that learning to fly with precision will enhance all of your flying. One reason is that you are training your mind to visualize your model differently and identifying what is needed to change the model's flight path, which increases your confidence. Combine this confidence with a properly set-up and trimmed model and you have the potential to have a really nice experience.

Our mission this month was to recognize a few more concepts that are applicable to you. I suggest you internalize the concepts and think about them after each of your flights. The combination of understanding, personal recognition and practice will enhance your ability to precisely control your model.

You can reach your potential.
Fly with a purpose.

Rusty

"Hawk Talk"

Voice of the Omahawks

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Web Site: www.omahawks.org/

PRSR STD
U.S.SPOSTAGE
PAID
Omaha, NE

THE MEMORIAL DAY

EGG BURN

Don't miss it!
Monday-9:00 AM 5/29

[Continued from page 4 - "FLYING FROM STANDING BEAR LAKE"]

