



Hawk Talk

THE VOICE OF THE OMAHAWKS R/C INC. www.omahawks.net VOL. 60 NO. 5

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ALL CLUB MEMBERS ARE ENCOURAGED TO ATTEND THE BUSINESS MEETINGS

GENERAL MEETING: Friday, May 27, 2011 * 7:00 P.M. * Hawk Field * 138th & Fort

PROGRAM: Come on out to the field to fly and have fun!

BUSINESS MEETING: Wednesday, June 1, 2011 * 7:00 P.M. * Make-A-Wish Foundation * 11926 Arbor St.

HELIS FLY OVER RUNWAY - WORLD DOESN'T END

Monday May 2nd marked the first Monday after the Omahawks RC Flying Club voted to allow helicopter flying every Monday. The weather was cool, the wind was blowing strongly from the north, but plenty of pilots came out to Hawk Field to enjoy a great day of flying.

Omahawks member Roger Cowell brought a Kyosho Concept 30 helicopter for a few spirited flights. Club member Mike O'Daniel was also on hand with a couple of his larger electric-powered helicopters, including his Align TREX 700. Both Omahawks members had previously been relegated to only flying their large helicopters at other area flying clubs, but the new field rules changes allowing more opportunities for helicopter flying.

Guest pilots Dave Vanvoltenberg, Steve Eldred, and Jeff Raker were invited out to Hawk Field to

participate in the fun as well. Dave and Jeff came out to participate in the Omahawks' Helicopter Fun Fly events last season, and Steve Eldred is a former Omahawks member who left the club to fly elsewhere when he began concentrating on helicopters more than fixed-wing planes a couple of years ago. All three pilots enjoyed helicopter aerobatics, even though Dave and Steve were risking hypothermia by flying in shorts and t-shirts despite a wind chill in the low 40s.

The theory that RC airplanes and RC helicopters can co-exist was also demonstrated. Casey Vohnout enjoyed flying his Ultrastik 40 while the helicopter pilots refueled and ate cheeseburgers. Skip Brown and Larry Pliess stopped by to catch some helicopter flying and put a trim flight on Larry's new Avistar trainer. Ron Pacana, Eric Krystof, Mikey Furrow, and Larry McChesney enjoyed the helicopter flying and flew fixed-wings of their own.

There were no protestors, no picket signs, and no safety issues. The helicopter pilots showed up to enjoy the new flying opportunity now available, and they all seemed to have a good time. The fixed wing pilots showed up to watch the fun, and to fly their airplanes whenever the helicopter pilots came down to take a break. All in all, it was quite

as dramatic as seeing the Berlin Wall come down or seeing Nelson Mandela sworn in as President of South Africa, but it was still a pretty good day for the Omahawks.

--Ed Paasch



UPCOMING EVENTS:

- ★ May 27 - General Meeting
- ★ May 28 - Float Fly
- ★ May 30 - Memorial Day Egg Burn
- ★ June 1 - Business Meeting
- ★ June 4 - Youth Fun Fly and Night Fly
- ★ June 11 - Heli Fun Fly
- ★ June 15 - Old Timer Fun Fly
- ★ June 20 - Boy Scout Fun Fly
- ★ June 24 - June General Meeting
- ★ June 25 - SPC Pattern Event
- ★ June 27 - Boy Scout Fun Fly

MAY MEETING AT HAWK FIELD

FRIDAY, MAY 27

7:00 p.m.

138th & Fort

Program:

Fun and Flying

THE MINUTES

Erik Krystoff, Secretary

General Meeting.....4/29/2011

Next monthly meeting will be AT HAWK FIELD, and will continue there THROUGH August, weather permitting.

Welcome to one of our newest members, Jere Ferrazzo, Rick Hall, and Jim Clipperton.

It's Omahawk swag ordering time. We've ordered a bunch of hats already, but as for shirts, we need your choice of colors and sizes, keep an eye out for the newsletter or contact Steve Culver to get your shirt order in. The hats will be sold at meetings and events after they come in.

It's the big Helicopter Monday Vote tonight, online voting has already been enabled for over a week and the final tally is... 47 For, 12 against, 2 abstained. The motion passes.

Ralph Brown presented the membership report. Eight new members, we're approaching the 150 mark.

The field cleanup day was a success – from safety fence replacement to shed cleaning and more, the field is looking great for the flying season. Thanks to all that have helped with the field cleaning during the field cleanup day and otherwise.

Mikey Furrow, Field chairman, is aggressively negotiating bids for field trimming efforts outside of our normal mowing. The Wednesday morning mowing team will make all efforts to mow as early as possible, so please show courtesy while any mowing crews are at the field.

Ed Paasch invoked the rain date for the EDF Fun Fly, which is now to be hosted Sunday, May 1st.

Sport Pilot Championship – Sign up or see Ed Paasch for details, please pre-register as soon as possible so Ed can work out the racing lineups.

Raffle Report on the Waco ARF – 80 tickets sold at the time of this meeting. Hoping that end of May / early June to have all sold. 200 tickets total for sale, so buy, buy, buy! All proceeds go toward our Runway Improvement Fund.

This last Thursday was our second successful training night, and truly the first 'suitable' training night, as the weather was extremely cooperative. Thanks to the instructors and ground crew for their continued support at training nights. If you have any equipment you don't have a need for, and you think the club could use it for training purposes, feel free to give it to a board member, or come out on Thursday and donate.

Steve Peck made a motion that Charles Lane, a Tuskegee Airman, be made an honorary member along with Doc Greenberg. Bob Zitzlsperger seconded. They are 'honorary members', which does not require the AMA and permit as a regular membership would per the by-laws.

Tonight's Raffle is the J-3 Cub and another super secret prize. Congrats to the winner, Jere Ferrazzo!

We now have a port-a-potty for your potty-time pleasure. The City has confirmed at some point the playground and old 'permanent' restroom will be removed.

The program for this meeting was an introduction to RC electric flight presented by Eric R. Krystof. Thanks to Casey Vohnout for the brainstorming session, and Ed Paasch for making some corrections after the presentation. At some point I'll make a video/article on this and will post the online link to those interested.

And...
THE LIGHT AT THE FIELD HAS BEEN FIXED AND NOW WORKS!

Business Meeting.....5/4/2011

9 Members Present

Treasurer's Report: Kevin Hyde presented the treasurer's report.

Membership Report: Ralph Brown presented the membership report. 7 additional memberships reported, a few of them are students added to the training program list.

Field Report: Field Report presented by Mikey Furrow - Secondary Clean Up Day – Wood chipping this Saturday, 5/7/2011. There have been some occurrences of the gate lock missing or dangling and the gate swinging freely. If you're the first one to open the gate, please lock the gate open so we don't lose the lock or leave the gate swinging.

The electrical box needs a lock, especially now that we have a WORKING LIGHT AT THE FIELD! Steve will pick up a new locking latch for installation. (Done!)

Ed Paasch discussed the option of (re)installing a mailbox set up with club membership information/applications available at the field.

Larry McChesney brought up the option of the club replacing the missing playground equipment instead of using city funds. Larry and Mikey will investigate some additional options, as they are now a subcommittee as motioned by Larry and seconded by Steve Culver. Board approved.

Rosters: Initial roster drafts have been created by Kevin Hyde for board review. The roster should be out by the next meeting. (Done!)

Website Report: A few changes to the website have been made since the last meeting. The omahawks.org domain and omahawks.com domain are currently registered to register.com and coming up for renewal. Kevin will be transferring these redirecting domains to 1and1.cop, where our primary domain, omahawks.net resides.

Lost user name and password links have been added to the website to assist members that have forgotten their website login information.

Kevin Hyde will investigate direct mailings of newsletters to the local hobby shops for club promotion.

First Year Membership Discount – Steve Culver brought up the topic for another round of discussion – to lower rates of first year members by 25\$. Additional points brought up were only reducing the fee by 10 dollars, not reducing the fee at all, the AMA referral discount already available, or giving out some Omahawks swag to new members, as well as waiting until a later time of the year. Discussion will be tabled until the fall considering we're already moving through this year's flying season.

Larry McChesney made a motion that if a

member brings in three new members, their membership the next year will be free. Kevin will investigate management and tracking of the issue, as Steve seconded the motion but further research is necessary before further discussion would be fruitful.

Hats – Hats have been ordered, Steve is investigating the status of the order. As for shirt orders, we approximately eight shirt orders so far. Since the order volume is so low, Steve will rearrange the order time frame and Kevin will place the order form on the website to allow more orders to come in.

Cross Club Flying Events / Open House – Steve will look at the calendar for possible open days.

Rules Revision: Official revision to rule #1 of our field rules – Verbiage modified as follows – 'or Omahawks R/C, Inc.' will be stricken from rule 1. Kevin Hyde motioned, Ed Paasch seconded, board approved.

Field Rules 3 and 6 were modified as well to clarify the impounding of transmitters and accommodate helicopter flying on Mondays. Larry McChesney motioned, Eric R. Krystof seconded, motion passed.

The full field rules are available at the website, but the revised Field Rules 1,3, and 6 are below:

1. All persons operating R/C aircraft from Hawk Field or flying off the lake at Standing Bear Lake Recreation Area must have a valid field permit. Field permits can be obtained from Omahawks R/C Inc. upon proof of a valid AMA membership and payment of the required fee. Visitors may fly in Board approved events or as a guest of a permit holder.

3. All transmitters must be impounded when not in use. When a transmitter is in use, a Hawk Field field permit or valid AMA membership card must be on the appropriate frequency flag.

6. All helicopter takeoff, flying and landing must be within the posted helicopter fly zone except on Mondays when helicopters can be flown from the runway.

Runway Fund – 90 Tickets sold as of this writing – still looking to finish up the raffle by June time frame.

As a reminder, general meetings are at the field through August.



ELECTRIC JETS SOAR ABOVE HAWK FIELD

Sunday May 1st saw the first scheduled flying event of spring-time out at Hawk Field. While the temperatures remained relatively cool, the sunshine and wind conditions made for a great day of flying for pilots and spectators alike.

Dozens of electric ducted fan jet models wowed the crowd with plenty of high speed passes. Omahawks pilot Griff Evans showed off an amazing BVM P-80 Shooting Star ARF with a really high quality EDF power system. Fred Wilke's A380 Airbus model was another great crowd pleaser. Dan Cramer entertained the crowd by doing an inverted pass with his T-45 EDF jet down the center of the runway that got a little too low; he unintentionally ended up landing while inverted, and managed to not break anything on his plane. Omahawks pilots Matt Myers, Jared Hayes, Brad Perkons, John Thompson, Larry Bailey, and Didier Watson all showed up with a wide array of electric jets.

The event was billed as more of a "High Speed Fun Fly" rather than just being limited to electric jets. Casey Vohnout decided to use the opportunity to fly his glow-powered Diamond Dust flying wing. Pilot Fred Tuckerman demonstrated the velocity his homemade flying wing was capable of, but not before showing off the flat spin capabilities of his electric F-22 pusher jet. Omahawks member Tom Floyd took the time to show off his "Pink Floyd" SPC nylon racer, which beautifully

displayed the awesome potential of the humble Super Tigre GS-40 glow engine.

While the event went well and most everybody had fun flying and watching the amazing variety of aircraft on display, the fun fly didn't not go off without a touch of tragedy. Despite having almost ten feet of Mr. Goodcents sandwiches on hand, along with chips and Kathy Delawter's brownies, a larger-than-anticipated crowd led to all of the food getting cleaned out fairly early on. When Omahawks test pilot Bud Mitchell came by the field to watch all of the fun, there was no more food left.

All in all, the event was a terrific way to kick off the spring flying season. My thanks go out to all of the pilots and club members who came out to fly and join in the fun. Special thanks go out to John Thompson and Jeff Jacobs; I spent a good deal of time trying to browbeat both of them into flying their planes. They were good sports for putting up with me. The Omahawks will be hosting another EDF Fun Fly on August 20th, and I promise I will have more food on hand.

--Ed Paasch



SPC PYLON EVENT ENDS WITH PHOTO FINISH

The traditional dose of cold, windy weather didn't stop the pilots or the crowd from enjoying a great day of racing fun. Despite temperatures in the high 40s, seventeen of the nineteen competitors showed up to participate. Spectators and volunteers were rewarded with some terrific air racing.

Round one saw pilots Rich



Tiller, Dave Reiber, Matt Myers, Fred Tuckerman, and Gary Vohnout win their heats. Gary suffered a broken engine mount upon landing, however, and was an early retiree from the day's contest. Pilot Randy Seggerman also suffered a first round setback when his air-

plane was flipped over by a gust of wind during a turn and went down in the woods. Randy had packed a backup plane, however, and he completed the rest of his heats without incident. Casey Vohnout and Larry Pleiss began their racing day with a spectacular runway collision as their two planes smashed together before even leaving the ground. They were both able to replace their props and continue flying.

Matt Myers scored first place finishes in his first two heats, but suffered a devastating setback during his third race of the day. Matched up against Ed Paasch and his incredibly slow Tiger 2, Matt was screwing around doing victory rolls and gratuitous aerobatics as he made his way around the pylon course. Matt was still enjoying a sizable lead when, midway through his final lap, his fuel line to his carburetor popped off and killed his engine. Matt couldn't turn back into the strong wind to finish his final lap, and scored a "0" for Did Not Finish (DNF) with only 9 3/4 laps completed for heat 3. Matt went on to take two more first place finishes in rounds four and five.



As the day wore on, pilot Rich Tiller proved to be the most consistent pilot of the day, scoring 19 out of



20 possible points. Pilots Roland Lyons, Tom Floyd, and Fred Tuckerman all completed five rounds of racing with a score of 17 points. Matt Myers and Dave Olson both finished with 16 out of 20 possible points. Had Matt simply com-



pleted his third heat quickly instead of taunting his tortoise-like opponent, he would have finished with 20 out of 20 points and won the day. Instead, Matt and Dave tied for 5th place overall, with Roland, Tom, and Fred flying a 6th heat to decide 2nd, 3rd, and 4th place.

Spectators and pilots alike were treated to the most spectacular racing heat of the day as Tom Floyd,



teers who helped out including Roger Cowell, EJ Murphy, Dennis Bender, Jack Chaney, Rick Thomas, Jeff Jacobs, Graham Craft, Steve and Carmel, Ray, Helen Paasch, Eric Krystof, Pam Felthouser, and Jim Burnette (our grill master).

--Ed Paasch



Roland Lyons, and Fred Tuckerman competed directly to decide the day's rankings.

Tom, Fred, and Roland all battled fiercely, with each of the pilots cutting back and forth inside of each other numerous times during the ten lap race. The crowd audibly gasped each time a mid-air collision seemed imminent, but each pilot masterfully avoided his competitors while maneuvering for position and cutting each turn with razor-sharp precision. When the final lap was over, it was Fred Tuckerman who captured second place for the day, Tom Floyd close behind for third place overall, and Roland Lyons just barely getting beat out to slip to 4th overall. It was a terrific finish to a great day of racing.

Many thanks go out to Mikey Furrow, Larry McChesney, Steve Culver, Larry Pleiss, Casey Vohnout, and Rich Walker for rounding out the field. It was Rich Walker's first time joining in the SPC Pylon event, and he scored 15 out of 20 possible points including two 1st place finishes for 7th position overall. Special thanks also go out to all of the volun-

MAY 3RD FLOAT FLY

The wind couldn't have been better, as it was calm all morning. The temperature was a cool 38 degrees at 830am, however, the sun soon warmed people up. Bob Z brought hot coffee and Russ Ault had his boat for retrievals, making about 8 trips. Fifteen pilots signed in and/or flew. They were: Frank Wisniski, Tim Peters, Bob Roegge, Frank Vanecek, Chuck Buscher, Ron Pacana, Ed Splittgerber, Ralph Brown, Bud Mitchell, Bob Zitzlsperger, Larry Austin, Skip Brown, Bob Burt, Dean Copeland, and Dick Behrens. Many others watched.



Russ Ault & Bud Mitchell



Bob Burt



Jud Bock



Chuck Buscher

HAWK TALK

FOAM OVER FLORIDA

In mid-February I had the good fortune to visit the Riverside Park flying field in Vero Beach, Florida. The field is located in a beautiful public park next to the Intracoastal Waterway. Fred Hawkins took me as his guest to the club's Friday morning flying session. The temperature was 76 degrees, with plenty of sunshine and very little wind. I hand launched my electric SuperLightning "foamie" into the blue sky.

Frank, the local club's resident guru, trimmed the underpowered airplane so that it flew level into and with the wind. I made two successful flights that morning; I didn't even come close to a crash! I was concerned that a recent extreme fuselage repair might have affected its stability. The plane handled well but was very slow even at full throttle, which is a good thing for a beginner. Frank landed the airplane both times--the last time was dead stick as the batteries had died. Fred didn't fly that day; however, I enjoyed his story of dumping his electric Nexstar Mini into the Intracoastal Waterway. A fisherman saw the plane riding the waves back to shore and retrieved it. Fred had his name on the airplane and it was returned to him.

I liked the "electric" experience for the ease of getting a plane into the air; no temperamental glow engine and accessories. However, there are trade-offs--I miss the engine noise and the smell of burnt nitro fuel.

I mention fuselage repairs because on a decent day in January at Hawk Field, I tried to sharpen my flying skills (without an Oma-

hawk instructor) before going to Florida. You see, I am not an experienced pilot; in fact, I haven't soloed yet. What could possibly go wrong? Anyway, my wife hand launched the foamie into gale force winds while sharing her thoughts of this outing with me. Our little dog was barking uncontrollably because she was stuck in a two-foot snow drift. The west wind caught the plane and blew it sharply to the left and down from its altitude of six or seven feet. After cartwheeling a few times across the snow-covered field, the nose got stuck in a snow break and broke off at the battery compartment.

Meanwhile, back to Florida. Fred and I went to the field on the following Wednesday morning, again bright sunshine with very little wind. We couldn't fly that day because a huge, prayer breakfast tent was set up in the middle of the flying field. As I previously said, this is a public park available to anyone—alas, not to us that day.

The next Monday the tent was gone but the winds were 5 to 10 mph, too windy to fly, but we decided to chance it. I launched the plane toward the tallest of the three palm trees at the far end of the field, per Fred's instructions. The plane was erratic in flight and I lost control of it in a crosswind turn. For a slow plane, it nose dived rather quickly into a cement sidewalk, not too far from Fred's tall palm tree. The nose, landing gear, right wing and front fuselage bottom were damaged, but repairable. This ended my Florida flying adventure, so I spent the afternoon in the pool.

- Jim Bires



Fred Hawkins enjoys Florida in February



Jim Bires



Members of the Riverside R/C Club

SAVE THE DATE
Multi-wing Fun Fly
Saturday July 30th,
4 pm till dark

HAWK TALK

YOUTH FUN FLY & NITEFLY DEMONSTRATION

**When: Sat June 4th
4:30 p.m. - 9:00**

This event is for youth/parents/grandparents and will take place at Hawk Field. The sponsors want to promote the hobby with the young kids, under the age of fourteen, and “together time with family.”

Hot dogs, chips and drinks will be provided. There will be a couple “Yellow Bee electrics.” These will be built and hopefully complete enough to fly before the end of the day and will be given away for raffle prizes. Other rubber band balsa planes will be given to all the youth participating in this event.

Bottom line for us is that while we got into the hobby for personal reasons we probably also saw it as a chance to connect with our grandkids/kids. And when they come to the field and see others their age or younger flying and having a good time perhaps some of the reluctance to “crash Grandpas nice plane” will disappear. Those of us who have had the youngsters on a buddy box and yet had that nasty disaster occur know that they can become hesitant to fly again.

Buddy boxes are encouraged for safety reasons. The club trainers, for those who may not have a trainer in the hanger, will be available for anyone who may be short equipment. Also experienced club members will be on site to assist those (adults who bring participants) who have not flown.

Entrance fees are waived. However there must be a grandson, son, granddaughter, daughter “teamed up” with their father,

grandfather, aunt or uncle and when possible a trainer and buddy box. If a family member is not available grab a neighbor and introduce them to the sport.

After dark stick around for the “night show.” Electric planes with colored “flashing” lights will “dazzle and entertain even the skeptics that night flying is possible and enjoyable with a demonstration that will knock your socks off.”

In the event of extreme high winds (15-20 mph) or rain the event will be rescheduled.

- Sponsors : Fred Wilke
Larry McChesney.



Erik goes night flying



Two little kids that can't wait to fly

**What's happening?
Find out at
www.omahawks.net**

SAFETY, SAFETY AND MORE SAFETY

As we prepare for another wonderful flying season let all of us take a moment to remember safety is of utmost importance. No one wants to have a flying season ruined by having a mishap or personal injury. It is extremely important to follow the established Hawk Field Rules as well as the Academy of Model Aeronautics National Model Aircraft Safety Code. If a club member is sponsoring a flying event please remember to have a pilots meeting before the start of the event to insure all pilots are aware of the filed rules and local conditions.

Part of being a safe pilot is to be aware of the rules and always adhere to them. In addition to following the rules we all need to remember to be cautious to our fellow pilots and communicate effectively while on the pilot pad. Letting all pilots know you are “taking off”, “landing”, “touch and go”, “dead stick”, etc. is one way to help other pilots know what is going on and helps everyone have a more enjoyable time.

It is the responsibility of all club members to enforce the rules of our field. If you are a member and see someone flying in an unsafe manner or not following the rules please politely let that pilot know. Not doing or saying anything about a safety violation is just as bad as committing a safety violation! Let's all of us do our part to have a safe flying field for everyone.

- Steve Culver

**Support the
Make-A-Wish
Foundation**

"Hawk Talk"

Voice of the Omahawks

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**Don't
Forget!
May Meeting
will be held
at
Hawk Field**

May Mystery Plane

We step into the jet age for this month's mystery plane. At least, I hope it's a mystery. When My computer crashed last month, I lost track of some of my records that show the planes I have used. I don't remember this one and I hope you don't either.

Last month's mystery plane was the Nakajima Ki-87. This single seat interceptor aircraft was developed by the Japanese during World War II to meet the threat posed by the American B-29 Superfortresses. Intended to be in production by late 1945, the plane never made it past the prototype stage. The one prototype built only flew five times. A production run of 500 planes was planned but the war ended before any were built.

I only had one person respond with the correct answer to the March plane (I think it was Chuck Inserra, but I lost all my old emails in the computer crash, so I'm not positive.)

- editor

Nakajima Ki-87

