Omahawks

Hawk Talk

THE VOICE OF THE OMAHAWKS R/C INC Vol 69, #05
Corporate Office- 15442 Seward St, Omaha, NE 68154-4116

NEXT GENERAL MEETING: Friday, May 29, 2020—7:00 PM – 9:00 PM -Call in PC/Phone using APP Zoom MEETING PROGRAM: Club updates, virtual cookies, bring something to show online.

NEXT BOARD MEETING: Tuesday, May 18, 2020-- 7:00PM – 8:30PM Call in PC/Phone using APP Zoom
MEETING PROGRAM: Club updates, virtual cookies, committee updates

NEXT

Hawk Field is currently reopened!!

We limit flyers to 10 people; hand sanitizer is available and we stay 6 feet apart!

President's Message

Our world has been turned upside down by the Covid-19! However, golf courses have remained open, Florida beaches are busy, walkers and joggers abound. **Come out and enjoy some outdoor flying!** It is therapeutic and safe. Sunlight helps kill the virus and the fresh air is refreshing! (We limit flyers to 10 people, hand sanitizer is available and we stay 6 feet apart….but stories and friendships still connect us.)

Hawk Talk

While training and night flying have been postponed, we have had a steady group of flyers out at the field….come join us!

NEW WEB SITE:

Have you checked out our new web site yet? It has lots of awesome features including:

1. Calendar of events, including who is flying at the field if you enter it on the site.
2. ALERT of new information that is time sensitive.
3. Photo gallery.
4. Newsletter link and past issues going back to 1966!
5. Classified listings of airplane, kits, and supplies for sale or FREE.
6. Weather station, including wind indicator.
7. Facebook link.
8. Donation button via PayPal or credit card.
9. Membership renewal feature.
10. Information about Omahawks and our training program.
11. Field location and flying rules.
12. Membership directory with pictures.
13. A "contact us" link to send an email to club leadership.
14. Mobile feature to view on hand held device.

Check it out and tell us what you think! Thank you, Kevin, Dan Fitzgerald, Cole and the web site task force for your awesome work! **A special thank you** to Joe Hunt for finding the Dual Rates company that runs the web site for a modest annual fee!!

See you at Hawk Field!
Rick

2020 Omahawks Event Schedule has been suspended

Galen Lillethorup - former Omahawks

RIP Dear Friend!

Galen Lillethorup was born on Nov 3, 1931 in Creighton NE and passed away on April 16, 2020 in Omaha, at the age of 88. When Galen was six months old his parents, Nels and Lela, moved to North Omaha where he went to school. During the Great Depression time, his parents often held several jobs to keep food on the table. Galen graduated from Omaha North HS in 1948, then enlisted in the Air Force to serve in the Korean War. He was stationed at Lackland Air Base in San Antonio, Texas. After his discharge he enrolled in the journalism program at UNO and earning his BS degree in 1956.

Galen had a lifelong career in television and advertising. He started at KMTV working three years in the news department. He then spent several years writing commercials and creating campaign strategies for their advertising department.

There he met and married his wife, Marcene, in 1956. A daughter was born in 1958 and son in 1961. In 1964, Galen went to work for Bozell and Jacobs, Omaha's largest advertising agency. By 1969, he was named a vice president/creative director and sent to lead the Los Angeles location for several years. There he worked with Mutual of Omaha's Wild Kingdom, traveling around the world with Marlin Perkins and Jim Fowler. He later worked on TV commercials for the UP and others. One of those was co-writing commercials of C W McCall, a truck driver. In 1989, Galen began a smaller company called the "Galen Group" and as their president he continued working for a select list of clients until his retirement in 1996.....

He then devoted more time to building and flying model airplanes, especially the early era old design models. He was a very skilled and intricate builder as well as friend to the club. (For more about his creations and planes see https://vimeo.com/252080980)

During his career he took flying lessons and became licensed to fly. He co-purchased a G Model Cessna in 1971 and kept it for 33 years.

For a while he also owned the building marked "***Omaha***", located downtown in Omaha.

Galen was also president of Omaha's Danish Spring Hill cemetery. He and his wife would place flags on each veteran's grave on Memorial Day..... At North High School, in the entrance hallway, there is a big photo of Galen along with others selected as North High recognized "Hall of Fame" alumni.

This write up includes input from Kevin Hyde, *submitted on Apr 29, 2020 by Dick Behrens*

How to obtain access to the new Web Site:

To access the features of our new Omahawks web site you need to do the following:

1. Go to: omahawks.org
2. Click the "log in" icon in the top right of the screen.
3. type in your email address as your ID.
4. Type 0mahawks as the temporary password (starts with a ZERO, not an "O").
5. You are now logged in but should change your password.
6. Click on your log in icon again (upper right under top banner) and select the "update profile" in the drop-down menu.
7. Check all of your profile information and update anything that needs updating. Please add a picture of **YOU**, not an airplane or your dog.
7. Click on "change password" box at the top of your profile page.
8. Change your password and click update.
9. Enjoy the web site!

Call Kevin at: 402-670-8320 if you are having any problems with access or updating your password.

Omahawks Member Meeting Minutes

Via Zoom: April 24, 2020

Video meeting (via Zoom) called to order by Rick S at 7:02 PM

Big News: the field opens tomorrow (4/25) at 8am. New field access hours are from 5am to 8pm. These are Temporary hours put in place by the Parks and Omaha Mayor. There is STILL the 10-person limit and 6' spacing. When you come to the field Close (but not Lock the Gate behind you) **Last person out LOCKS the Gate.** At this time the Field is CLOSED to Spectators. Also, as of tomorrow (4/25) we will be going to the KEY system because all PAID members should have received their Keys by now.
Membership stands and 109 Paid Members

AMA is our advocate with the FAA. They are working on getting the 400' rule Raised for fields outside of Controlled airspace. And getting fields on the AMA roster

exempt from having to fight the 3-year renewal part of the rule
There have been some donations to the Omahawks in honor of past member Galen Lillethorup.

Rick told about work starting on the Rest Room facilities and Pilings for the Pavilion Extensions that will now be able to start. We are little behind in this because of field being closed and no access to field.
Norris is working on a power Point Slide presentation to be used at different events like SAC Indoor show, STEM events, car, outdoor activities to help promote the Omahawks and Model aviation. Looking for volunteers to help pull it together.
At this time since we are still under the 10 persons Rule it is going to be hard to Training program going at full speed. We will have to work on a modified program for now.
The rest of the evening was Demonstrations of the New Website by Kevin, Cole and Dan. Dan being a new member last year has taken on a lot of responsibility of the new website putting in a lot of the old material and organizing and updating web content. Cole is responsible for getting pictures put on site, while Kevin has taken care of the extensive membership database integration!

A big shout out to Joe Hunt for getting the club on track with this web designer!

Show and tell was Luke B showing his 3D printed flight simulator.

Meeting adjourned at 8:07 pm by Rick S

Omahawks Business Minutes

April 21, 2020

Board Members in attendance: Paul, Norris, Tom G., Luke, Cole, Kevin, Rick H., Rick S., Skippy
Visitors: Dan F.

Officer/Chairman/Editor Reports:

Treasurer Report: *(Kevin*) Review and accept financial reports..

Membership Count: 108

Newsletter Report*: (Joe absent)*

Member profiles to be done. Member articles previously published in Tailspin to be included (Bernie's bipe, others)

Old Business:

Runway/Field Improvements: Luke: Targeting all improvements to be done by May. Small warning signs will be placed at the key entry points for walkers on the field.

New electrical line to pavilion also tap shed electric for weather station.

New grass mats to be removed soon and areas to be reseeded and fertilized.

Keys: all 2020 members have been sent keys by Kevin.

Port-A-Potty structure: Luke: will pour concrete pilings for deck expansion at same time we pour this slab. Restroom structure to be fabricated when we have access to field.

Note: the field has continued to be mowed by Jacob Brown to be ready for the season.

Web Site rollout completed 4/15! Any feedback? Update/content responsibilities:

Photos: Cole, Events: David H., Membership: Kevin, Newsletter: Joe, Training: Rick, Facebook: Kevin, Rick S, Skippy, Jack F. Notices: Rick & Luke, Site: Dan F.

Buy/Sell function—how best to use? Freebie for members.

Members: update your profile, pictures, log-in and password.

Tom G. has a welcome letter to email for new members. Follow-up phone call

FAA comments—Over 53,000 submitted! Many months of silence……

Check out AMA leaders conference of

4/2: https://www.youtube.com/watch?v=7ddEpKIq3ls&feature=youtu.be

Talks about 400 ft. rule, Remote ID, Event cancellations, club flying field exemption.

New Business:

We will be getting memorial money from Galen Lillethorup's friend and family.

Marketing ideas: Norris, form committee to complete A/V club promo. Set up a Zoom task force meeting.
Rick H. to donate Tx to club for flight simulator use.
Multi Wing—July 4 or 25th? Boy Scout events—date TBD
Training night—roll out in limited form: remote transmitter connect only vs. masks, hand wipes, wire connects, social distancing (standing and seating), no pavilion activity.
Training tracking on web site.
Millard STEM: Hague: Date change to September or October.
Field camera, link to web site? Dan F. to research.
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Member Meeting: April 24, 2020 Zoom meeting, Web site demo: Kevin & Dan F.

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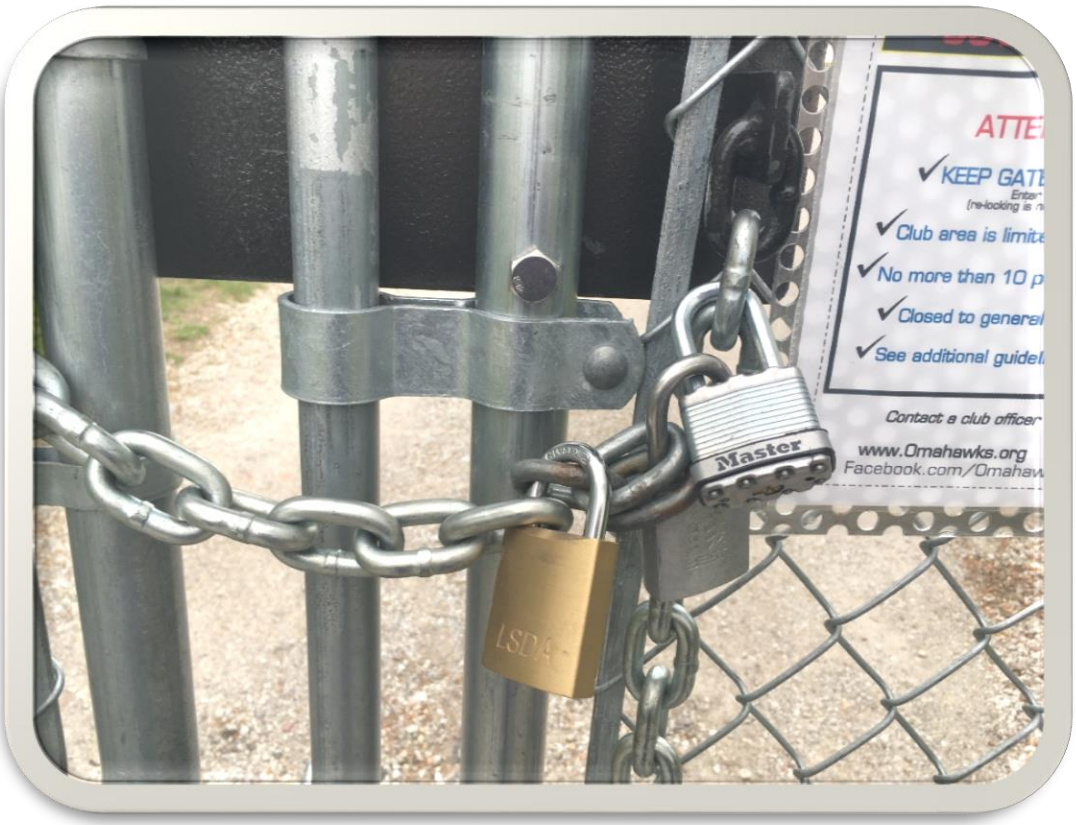
Upcoming Events:

Indoor Flying, Wednesday, Thursday & Friday 11:00-1:00pm—Sports Center (144th & Giles), $5

Meeting Adjourned: 8:30 pm Motion by: Rick S Seconded by: Rick H.

Attachments area
Preview YouTube video Volunteer Leadership Roundtable Discussion: COVID-19 Updates - Recorded 04/02/2020

HEADS UP: New Hawk Field Gate Chain and Lock Procedure



Please ensure the lock is secured in a Daisey Chain fashion as illustrated by the photo below and the You Tube Video as well! To ensure that when either lock is opened you may access the gate and gain access to the field!

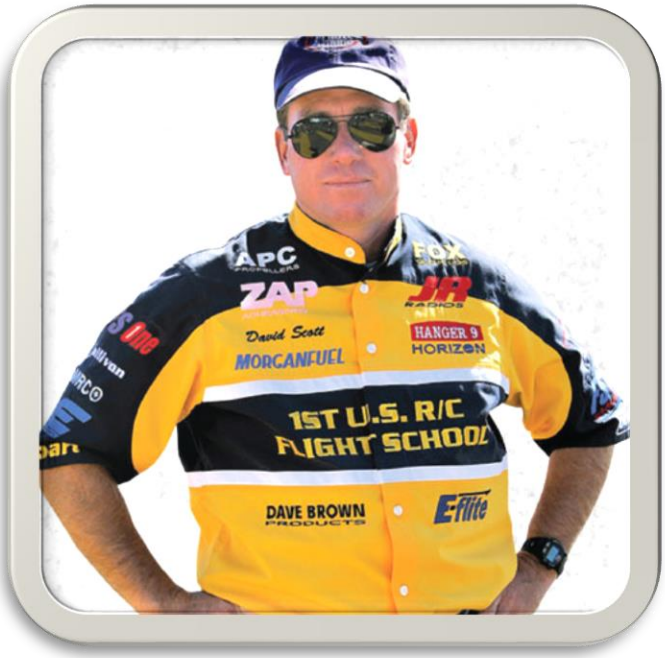
YouTube Daisey Chain process:
https://www.youtube.com/watch?v=RNDi22UxlXY

The following article was submitted to the Newsletter by Rick Sessions:

Final Approach

Getting a feel for the best landing speed

By Dave Scott 1usrcfs@gmail.com Illustrations by the author Photos by Jennifer Alderman and Matt Ruddick



Dave Scott is a champion full-scale aerobatics competitor, air show pilot, aviation author, and he operates the 1st U.S. R/C Flight School. His manuals and articles feature the specialized training techniques that he has developed, instructing more than 1,700 RC pilots of all skill levels and setting up and test-flying more than 1,000 airplanes at his school.

More information about Dave's books and his flight school can be found at www.rcflightschool.com.

There are a number of mistakes that most recreational RC pilots make that stem, in part, from rarely having a plan before flying. This article is aimed at addressing the two most common bad habits that end up leading to more damage during landing than any others. Indeed, most pilots will immediately experience improved landings if they can correct just one of these habits.

Bad Habit Number One: Diving Toward the Runway. The first bad habit is rooted in the way many pilots set up their landings when they learned to fly. It's the reason why no two landings ever go the same. Most pilots give little thought to flying a specific pattern to set up a landing. Instead, they loosely fly downwind, turn around, and try to line up and lose altitude before reaching the runway. Of course, novice pilots would be flying higher to stay safe, so when the decision is made to land, they are forced to let the nose drop appreciably during the base-leg turn in an effort to lose the excess altitude.

As a consequence of letting the nose drop during the final turn to landing, the airplane comes out of the turn carrying too much airspeed. Approaching the runway too fast can be seen at clubs across the country in the form of pilots having to perform multiple go-arounds because they can't get the airplane on the ground without flying or rolling off of the end the runway.

It's then common to see the mounting frustration and concerns about fuel or batteries running low, causing pilots to try to force the airplane onto the ground at the higher airspeed with the elevator. Even the best fliers in the country would have a hard time trying to touch down smoothly when carrying too much speed because the tiniest imperfection during the flare will lead to a balloon, a major bounce, gear damage, or worse (usually followed by blaming the manufacturer for not making the gear or airplane strong enough).

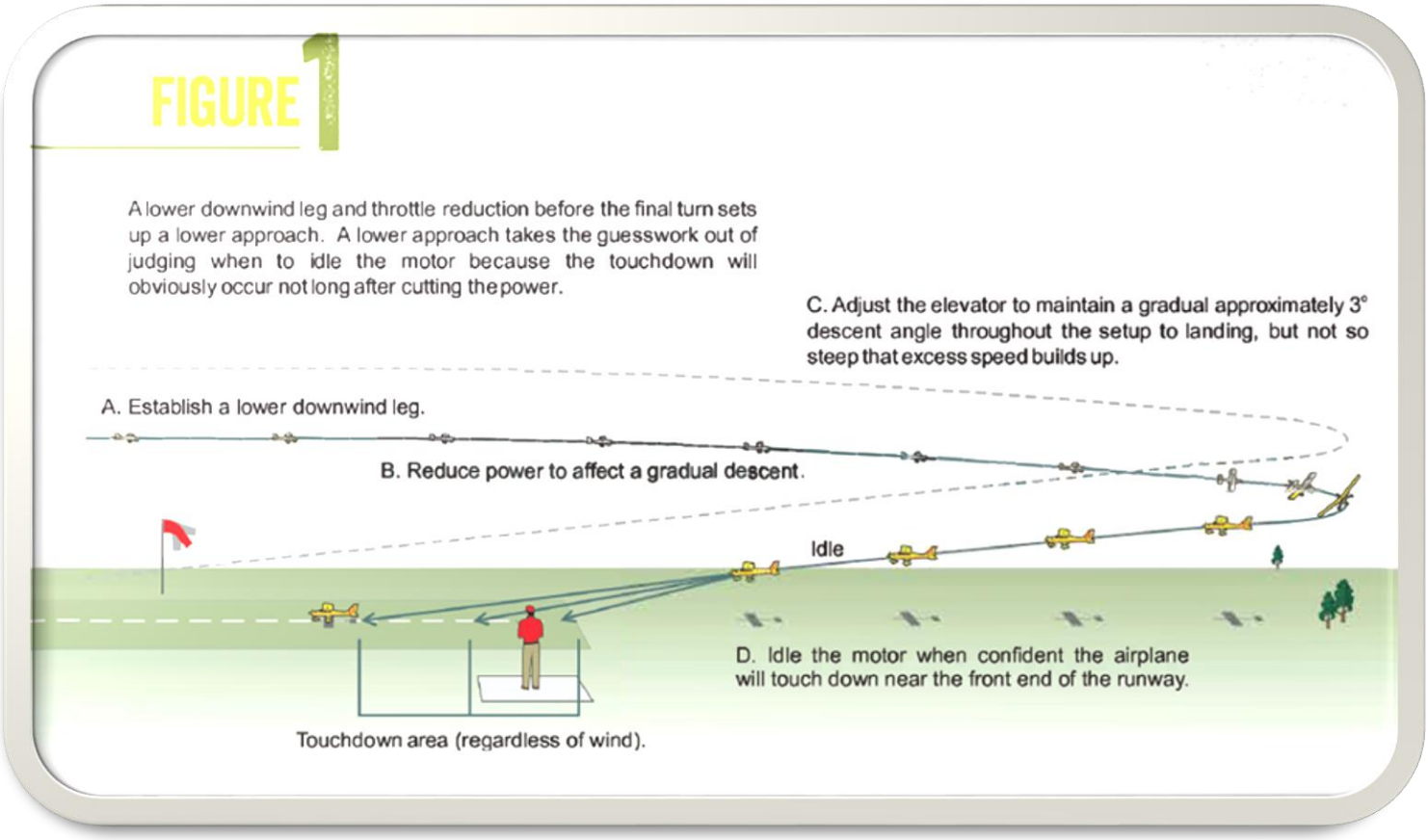
Similarly, we've likely all heard pilots complain about high-lift airplanes tending to "float," and yet, unless they figured out a way to switch off gravity, a slow-flying trainer should be easier to land in a shorter distance than a faster airplane! Of course, the reason for floating is not the airplane, but letting the nose drop too much and building up excess speed.

Flying too high on the downwind leg and the resulting preoccupation with trying to lose the excess altitude is also the primary reason why pilots struggle to line up with the runway centreline, often ending up needing to make last-minute corrections followed by a poor flare.

Conversely, if a pilot is less consumed with trying to get the airplane down, he or she will be able to focus more on his or her surroundings and judge whether the airplane is lined up, thereby making the flare to landing much easier. You've probably noticed how much slower things seem to happen and how much easier it is to land when the airplane arrives over the runway perfectly lined up!

An essential key to setting up better landings is paying attention to flying a lower downwind leg in advance of the turn to final, allowing you to focus on positioning and coming out of the turn perfectly lined up with the runway. The combination of a good lineup and not fighting to lose altitude will afford you more time to think about when to idle the motor to affect a touchdown near the front end of the runway (see Figure 1).

It's standard practice and acceptable to let the airplane descend slightly before, during, and after the turn, but to avoid building up excess speed, don't let the nose drop more than a few degrees. If the airplane is not coming down at a sufficient rate to touch down near the front end of the runway rather than dropping the nose more, a proficient pilot will reduce power to affect a steeper descent without building up excess airspeed.



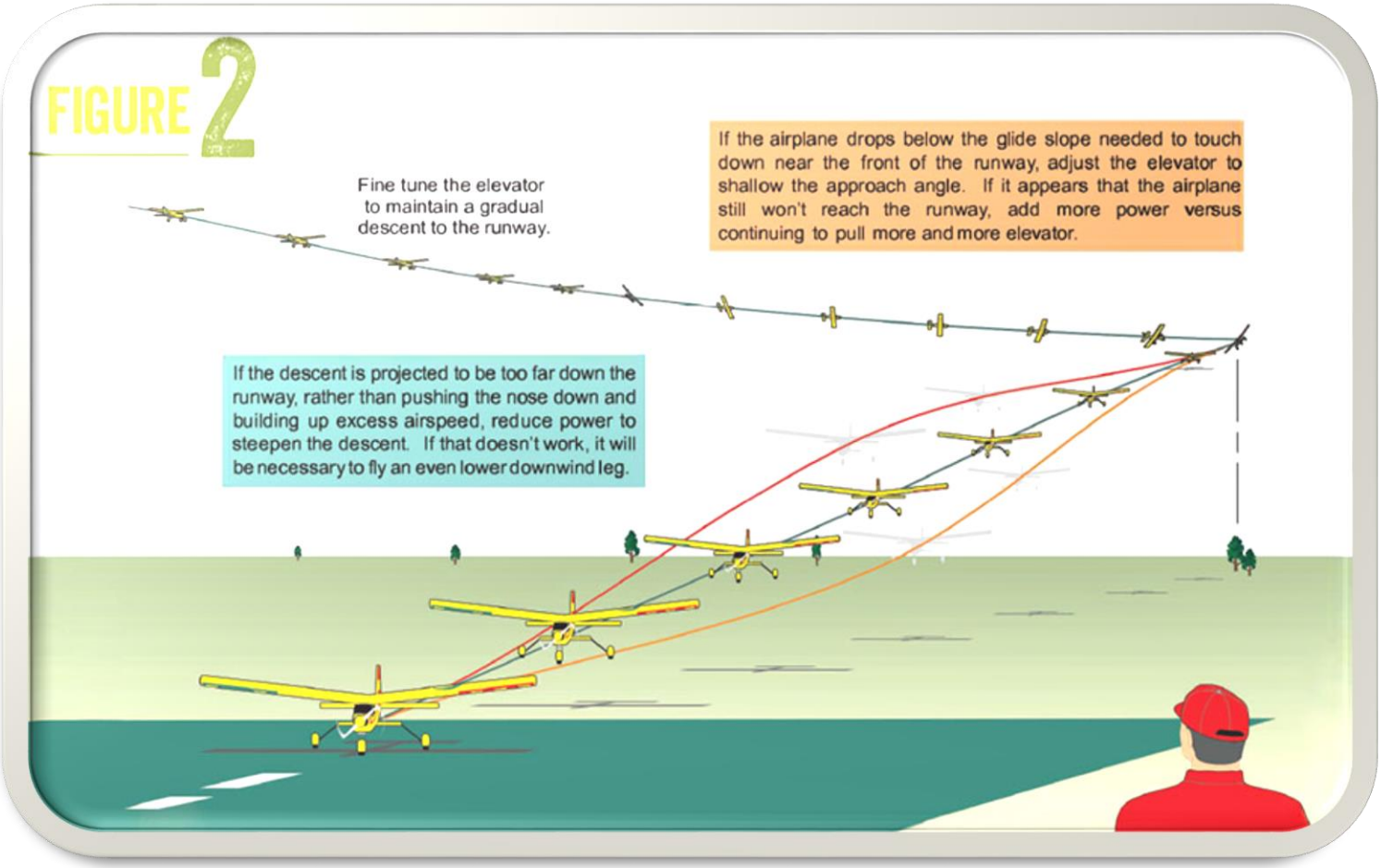
If turning lower to the ground is something that you're not comfortable with, it would be wise to acquire a more forgiving airplane and work on your fundamental turning technique. Remember, the airplane doesn't know what its altitude is, so if you can perform a reasonably level turn at altitude, you should be able to repeat it closer to the ground.

Bad Habit Number Two: Approaching Too Fast

The next common landing mistake occurs because pilots are repeatedly warned to "keep up your flying speed during the landing to avoid stalling," or, "don't let the airplane get too slow on approach to landing." Because these warnings usually come from people who have let a model slow down too much and crash, the recipients of this advice usually take it to heart. The $64 million question is, "How do you tell what the right approach speed is," or, "How do you tell when the model is getting too slow?"

Because of varying wind speed and directions, differences between airplanes, weight, and even the effect temperature has on airplane performance, there is no

consistent answer, and you won't be able to tell by looking at the airplane. For example, when flying into a strong headwind, an airplane can have plenty of flying speed, and yet appear too slow, prompting a pilot to unnecessarily add more power and subsequently struggle to get the airplane down.



It's quite common for pilots to stall during landing and blame the crash on a gust of wind rather than a stall because they believe the airplane "had plenty of speed," when in fact they were landing downwind. Of course, if you always flew the same model in the same conditions (e.g., early mornings in calm wind), you could learn what the proper approach speed looks like, but for most of us, that's not the real world.

In light of the unknown, many pilots will tend to err on coming in for a landing with extra speed, especially when flying a new airplane, or after being told that it is safer to land with more speed anytime there's appreciable wind. Again, instead of being safer, carrying extra speed makes the landing exponentially more difficult and less

forgiving, and, even if the airplane does touch down smoothly, the odds are greater that it will still carry off the end of the runway!

I have seen countless landing mishaps when concerns about rolling off the end of the runway became more important to the pilot than touching down smoothly. The reality is that far more landing gear are torn out each year because of carrying too much speed than because of getting too slow.

As all full-scale pilots are taught, it is preferable for the airplane to touch down at the slowest, safest possible airspeed. Not only does a slower approach shorten how much runway is used, it lessens abuse on the airframe and minimizes any bouncing if the touchdown is less than smooth.

As a rule, the elite pilots who make landing look easy use the same general landing procedure regardless of airplane type or wind (see Figure 2). First, establish a lower downwind to make it easier to control the 25 eventual touchdown location. A throttle reduction is made on the downwind leg to begin a gradual descent while typically holding in and adjusting a small amount of up-elevator throughout the landing setup to manage a gradual (approximately 3°) descent. When you're confident that the airplane will make the runway, reduce the power.

How do you judge whether the airplane is becoming too slow when you can't judge the model's true airspeed by looking at it? The answer is that no matter what type of airplane you're flying or what the wind is doing, the best way to determine whether the airplane has enough flying speed or is getting slow is by "feel."

As most of you know, a wing will start to stall (lose lift) when the angle-of-attack becomes too steep relative to the flight path and, consequently, the airflow over the wing becomes turbulent. Typically, a high angle-of-attack stall is preceded by the pilot inputting more up-elevator in an effort to keep a slow or steep turn from descending too quickly or to extend a glide.

Stalls are nearly always preceded by the pilot pulling increasing amounts of elevator. Regardless of how slow or fast the airplane appears, if you ever find yourself having to add more and more elevator in a turn or on final approach, and you are urged to keep pulling more, don't! You are likely on the verge of stalling and need to reduce elevator and/or add power to increase airspeed and keep from spinning into the ground.

On the other hand, if you're not holding in any up-elevator throughout the landing setup, or sense the need to push forward elevator to steepen the descent, you can be certain that the airplane is flying too fast.

Space does not permit going into all of the details, but some might be interested to know that many of the loss-of-control mishaps that occur during landings are often attributed to getting too slow and/or gusts of wind, are actually caused by adverse yaw (e.g., the inherent opposite yaw that occurs during aileron deflections).

As a rule, adverse yaw becomes more pronounced at lower airspeeds and higher angles of attack, especially when the airplane features a high-lift, flat-bottom air foil wing. Because of this, many pilots who encounter control problems during landing and think that they need to land faster, actually need to mix (aileron-rudder) or learn to coordinate some rudder with their aileron inputs to prevent adverse yaw.

With that stated, the single best thing that pilots can do to mitigate these problems is so simple that it's often overlooked. That is, instead of trying to guess at what speed to land, take the airplane up to a safe altitude and slow it down until it stalls. It's always a thrill to test-fly a student's new airplane and watch his or her nervous

expression change to optimism and confidence when the airplane displays milder-than-expected stall characteristics and remains fairly controllable, even with full up-elevator held in.

Conversely, another model might display a sharp tip-stall tendency and a subsequent rapid loss of altitude until the elevator is reduced. Although that might not sound comforting, it reduces the fear of the unknown and thereby adds to the owner's confidence to at least know what he or she is dealing with before attempting a landing.

The notable exception to the standard approach procedures that are described applies to anyone flying a lightweight park flyer or foamy. Because extremely lightweight airplanes have less inertia, completely shutting off the power during a landing can result in the loss of nearly all forward momentum, resulting in a loss of control because of the lack of airflow over the control surfaces. You should, of course, test this at a higher altitude before attempting a landing.

As a rule, lightweight models often require the throttle to remain above idle nearly all the way to the ground while using the elevator to control the descent rate. This technique is specific to landing lightweight airplanes (and high-speed jets) and you'll have to switch to the previously described landing setup when transitioning to more conventional airplanes.

Happy landings!

Upcoming Events

Virtual Breakfast Zoom Call every Tuesday Morning @ 8:30 AM, Use this info to call in:
Virtual Hy-Vee Breakfast Club
Tuesday, 8:30 – 10:00am
Weekly on Tuesday, until Aug 4, 2020
https://us02web.zoom.us/j/85652248300?pwd=bjdhUTVHZjFrdXd0aTFMQ3RpQzVNZz09
Description: Joe Hunt is inviting you to a scheduled Zoom meeting. Join Zoom Meeting

https://us02web.zoom.us/j/85652248300?pwd=bjdhUTVHZjFrdXd0aTFMQ3RpQzVNZz09

Meeting ID: 856 5224 8300 **Password: 121212**

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