

Cedar Rapids Skyhawks
LOG BOOK

Established 1962 - AMA Charter 1007

crskyhawks.org

AUGUST, 2015



**Steve Forest's 93-inch
Zivoli Corsair**



Officers:

President

Todd Davis295-7311
tjdavis510@gmail.com

Vice President

Wendell Maakestad366-2650
wmaakestad@imonmail.com

Secretary

Jim Buttleman364-7333
tanyabear933@msn.com

Treasurer

Randy Lepsch447-0422
rnsiowa@msn.com

Senior Advisor

Van Winegarden361-6105
vanjwinegarden@aol.com

Appointed:

Safety Coordinator/Publicity

Todd Davis295-7311
tjdavis510@gmail.com ..

Newsletter Editor

John Spargo393-0171
jspargo@spargoconsulting.com

Webmaster

Randy Lepsch447-0422
rnsiowa@msn.com

Field Coordinator

Jim Buttleman364-7333
tanyabear933@msn.com

<http://www.crskyhawks.org>

Upcoming Events

Saturday and Sunday, September 5 and 6, 2015,
Warbirds Classic and Multi-Fly. Central Iowa
Aeromodelers, Ames, Iowa.

Sunday, September 6, 2015, 7:00 PM, General Club
Meeting at Hiawatha Public Library.

God forgives man the time spent
looking at airplane photos.

*~Barrett Tillman, aircraft historian and
author*

**“The Skyhawks are a great partner and add a
wonderful recreational element to our city.”**

**Daniel Gibbins, ISA
Parks Superintendent
Cedar Rapids Parks & Recreation
Department**

**Reminder: You must have your current
Skyhawks Membership Card to fly at the field.**

**Your current Skyhawks membership card must
be placed in an open frequency pin slot, and you
should take that frequency clip. Everyone must
use a frequency clip. Thanks.**

Cover photographs needed for the Logbook

We would really appreciate people submitting photos for consideration for use as the Logbook cover. Cover photos need to be in portrait mode, and should be as high a resolution as possible, preferably 2000 by 3000 pixels or more. Furthermore, the top third of the photo should be sky or some other appropriate background so as not to interfere with the banner of the Logbook.

Club Meeting Report

August 2, 2015

Todd opened the brief meeting at the field at 7:00 pm with nine members in attendance.

Welcome to our newest member, Tom Robinett.

Treasurer's report:

Not available.

Secretary's report:

Jim read the minutes from the July meeting.

Old business:

Discussion about our Warbird Event and other upcoming events.

New business:

A very large tree stump was dumped at our field at the west side of the parking area.

This again verifies that unauthorized people are entering our area, which led to the discussion of some cameras being used to monitor this situation. The motion activated "game cams" were discussed as a possibility.

Kevin Gordon discussed the update of the lettering and sign on the pin box. Scott Grady, a former Skyhawks member and owner of Grady's Graphics will make the new sign.

Show n' tell:

Dave Logan brought his new Avistar Elite ARF trainer. It's powered by an O.S. .46 ASP. Dave, with the assistance of Wendell, made

the maiden flight after the meeting. It was a perfect evening for a flight, and the flight went perfectly. Good job, Dave and Wendell.

Todd brought the new wind sock and frame he bought at Oshkosh. The new sock will be installed next season, and will be more accurate as far as wind speed and direction.

Meeting adjourned @ 7:30 pm

Skyhawks Secretary, Jim Buttleman



Dave Logan with his new Avistar Elite ARF trainer



Todd with new windsock frame



Warbirds Over Iowa Report, by Todd Davis

The 13th year for Warbirds over Iowa was another successful event. Some threatening weather that didn't happen along with the hot temperatures that did may have dropped the participant count a bit, but there was plenty of good flying and impressive aircraft on hand. 21 pilots and over 40 models were on hand to impress a fairly large crowd of spectators throughout the day.

One of our AMA district representatives made the trip from Lancaster Wisconsin to fly his large 1/3 scale Nieuport. The big biplane was impressive on the ground and in the air. Mark was awarded the Best Scale trophy due to the realistic appearance of his WW1 masterpiece. Keep an eye out for a report in the AMA magazine that Mark plans on writing.

Lyle Vasser and Steve Forest once again made the trip up from Missouri to fly. Their mustang formation flights are always something to watch. Steve also had a new bird this year, a Ziroli Corsair. The large 93" aircraft was detailed out and weathered to perfection. Steve also flew it many times and impressed the pilots on hand enough that they gave the Corsair the Pilot's Choice award with their votes.



Lyle was not left out either, as he received the best WW2 award for his big B-25 Mitchell bomber.



Terry Peterson once again made the trip up from Elkhorn Iowa. He impressed everyone with his flights on his Top Flite P-51 with low inverted passes and knife edges down the runway. Not really scale, but in a day with some nasty cross winds Terry was not afraid to put his airplane on the edge. He was awarded the Best Flight trophy for his efforts.



The Skyhawks were well represented this year as members brought plenty of local Warbirds to the show. Wendell Maakestad once again showed up with his big B-17 bomber. Unfortunately he had some engine troubles that limited him to only one flight. If there was one disappointment this year it was the lack of big bombers. After seeing six last year, I guess our expectations are high. I talked to some of the bomber pilots at Owatonna and it seems that there was a multitude of schedule conflicts that accounted for the no-shows. Hopefully they'll be back in force next year.



I finally got my new Stuka up for a few flights and showed off the siren and bomb drop feature. Randy Lepsch was more than willing to get behind the Stuka with the Spitfire so that I could get “shot down” by activating my smoker system. I also had a few flights on the Iskra jet. With the cross wind and lower pilot count I was putting it up often to keep the show going for the spectators. I was able to get my Top Flite FW-190 up and make some passes with fellow squadron member Gary Owen. The two 190's looked good going by, and made a good contrast to the pair of Mustangs that are always guarding the warbird event. Despite the nasty crosswind we got them up and down without damage to the long landing gear.

Randy Lepsch brought a stable of planes to the event. Besides the Top Flite giant Spitfire I mentioned, he also had his kit-built Mustang the “Hawk-eye-owen.” A strong gust of wind caused a bit of retract damage on one of the landings, but it will be back soon I'm sure. Randy also had his T-34 Mentor and PT-19 biplane on hand. Steve Wilson flew his Fiesler Storch a few times. The wind played some havoc with the slow flying high wing aircraft, but Steve did a good job getting it up and down. Goeff Barrance was there with his large Tiger Moth. The big British trainer always looks good and needed only a few feet of roll out to land in the wind. It was good to see Jim Stikley's Fleet Biplane back again, even though it sounded a bit different with the four stroke

single instead of the Radial engine it used to have on board. Jon Wilke made his first appearance at Warbirds Over Iowa and brought some electric aircraft to the show including his Mosquito fighter bomber and his P-51 with the realistic Merlin engine sound.

Warbirds over Iowa could not have been the success it was without the help of the club members. There were plenty of helpers on hand to make sure things went smoothly. Special thanks to those who did the jobs that were not so fun, such as helping to make sure the parking went well and everyone got in and out without incident. Rich Dean once again took some great photos that we'll get out soon. The flight line was always safe and organized thanks to Mark Woytassek. When our normal announcer couldn't make it, Harvey Hopp stepped up and did a commendable job at keeping the PA busy with a wide variety of information on every Warbird that was flying.

The large number of spectators is always great to fly for, but even better it provides Honor Flight with more donations and opportunities to find veterans to send on flights. I don't have the numbers yet, but the Honor Flight people made it a point to tell me that they received many donations as well as some new people who could participate in the program. Now that it's all over I'll once again start the process and get ready for an even bigger event next year!



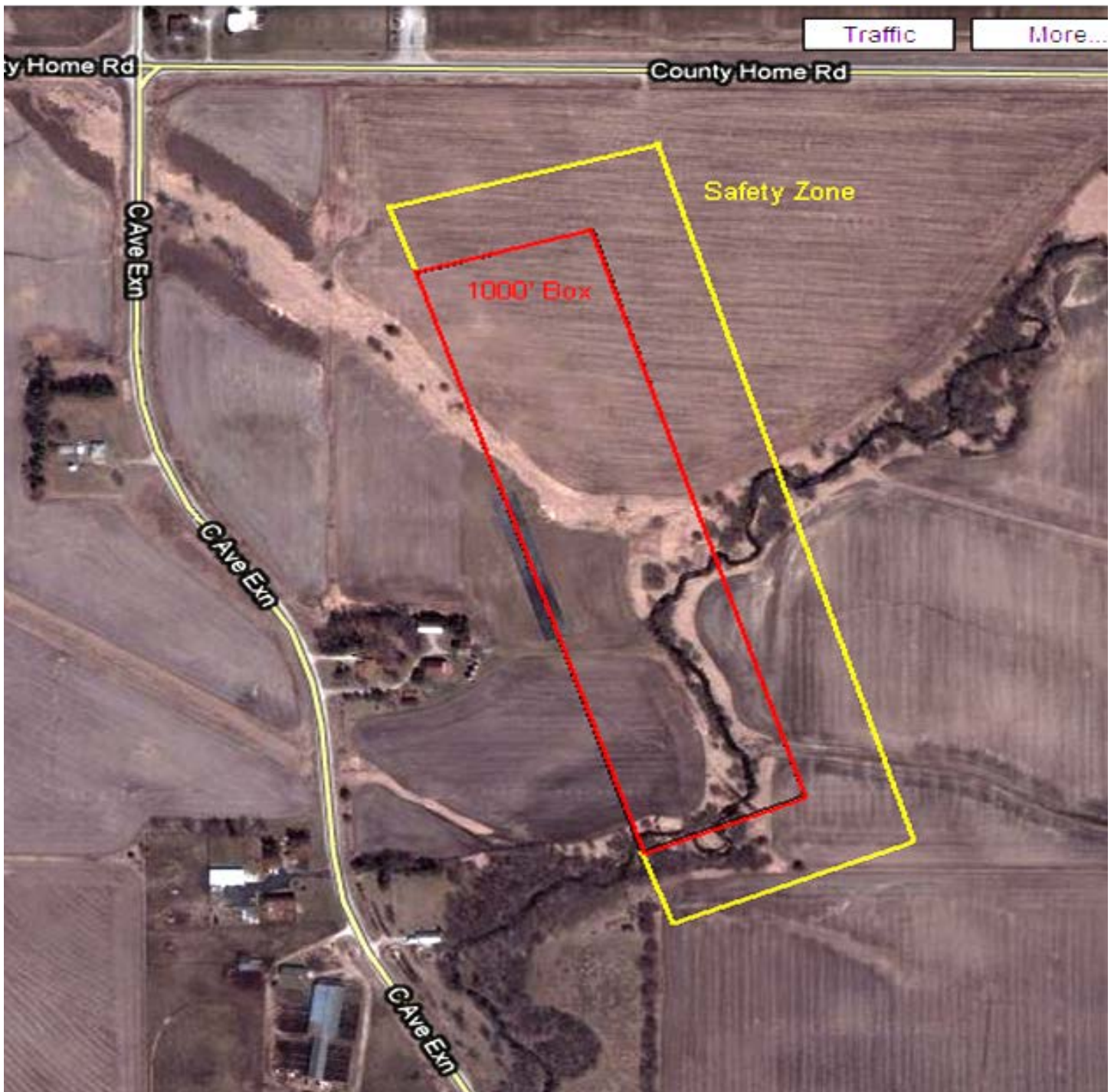


Some reminders about our field flying area

There is a line that extends from the north and south end of the leading edge of the runway. Under no circumstances should aircraft be flown West of that line.

Pilots cannot fly from the other side of the runway in the morning to keep the sun out of their eyes.

As shown in the photo, we maintain the 1000ft X 500ft box as a flying area. We easily maintain the 250ft safety limit from County Home Road to the North.



Cedar Rapids Skyhawks Instructors

We want you to have a positive experience learning to fly. The more successful you are starting out determines if you will enjoy the hobby. The most important first step is to find an instructor to help you get off to a good start. The best way to contact an instructor is to call and make an appointment. There is also an Instructor Availability Calendar on the Skyhawks Website.

Airplane Instructors

NAME	PHONE EMAIL
Todd Davis	361-2513 tjdavis510@gmail.com
Wendell Maakestad	366-2650 wmaakestad@ImOnMail.com
Randy Cady	365-3041 fixedwing@cedar-rapids.net
Van Winegarden	361-6105 vanjwinegarden@aol.com

Helicopter Instructors

NAME	PHONE EMAIL
David Shema	398-0995 dkshema@mchsi.com

Cedar Rapids Skyhawks Radio Control Club

Membership Application

Date: _____ Date of Birth: _____

Name: _____ Spouse's Name: _____

Address: _____ City: _____ Zip: _____

Phone: (H) _____ (W) _____ Email Address: _____ AMA#: _____

Proficiency Level (Circle One): Student Pilot Instructor

Xmitter Frequencies Used: _____ / _____ / _____ / _____

Active (Circle all that apply): Power Glider Helicopter Other _____

How did you hear about our club? _____

Membership Fees

Family \$78.00	Open \$60.00	Senior Citizen (65 and up) \$42.00	Junior (up to 14) \$12.00	Senior (15 to 18) \$30.00	Associate \$20.00
-------------------	-----------------	---------------------------------------	------------------------------	------------------------------	----------------------

All fees paid after October 1st each year will pay for the balance of the current year as well as for the following year.

If you are unable to pay at a club meeting, send your renewal with PROOF OF AMA (Photocopy of your current AMA membership card) to: Cedar Rapids Skyhawks, 129 Meghann Dr., Marion, IA 52302. AMA MEMBERSHIP REQUIRED TO FLY MODEL AIRCRAFT. YOU MUST SHOW YOUR CURRENT AMA MEMBERSHIP CARD OR PROVIDE A PHOTOCOPY TO A CLUB OFFICER IN ORDER TO OBTAIN A CLUB MEMBERSHIP CARD. ASSOCIATE MEMBERS WHO DO NOT FLY ARE EXEMPT.

Cedar Rapids Skyhawks

129 Meghann Dr.

Marion, IA 52302

Deadline for submissions is the Tuesday following the Board meeting or the fifteenth of the month, whichever is later.
Consideration for exceptions will be made where the information was not available in time and is of wide interest.