

Cedar Rapids Skyhawks  
**LOG BOOK**

Established 1962 - AMA Charter 1007

[crskyhawks.org](http://crskyhawks.org)

MARCH, 2016



Steve Wilson with his  
Fieseler Storch



### Officers:

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wmaakestad@imonmail.com

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tanyabear933@msn.com

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### Senior Advisor

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### Appointed:

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Jim Buttleman .....364-7333  
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<http://www.crskyhawks.org>

## Upcoming Events

**Sunday, April 3, 2016**, 7:00 PM, General Club Meeting at Hiawatha Public Library.

**Saturday, June 4, 2016**, 1 PM to 3 PM. Skyhawks Demonstration Day.

**Saturday July 23, 2016**, Warbirds Over Iowa. Rain date July 24th.

**August 12-14, 2016**, Owatonna Warbirds.

**August 18-20, 2016**, Fond du Lac Warbirds and Classics.

A pilot who says he has never been frightened in an airplane is, I'm afraid, lying.

*~Louise Thaden*

“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 identification badge must be worn when you participate in a flying activity. If you are flying on a 72 MHz frequency, you 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.



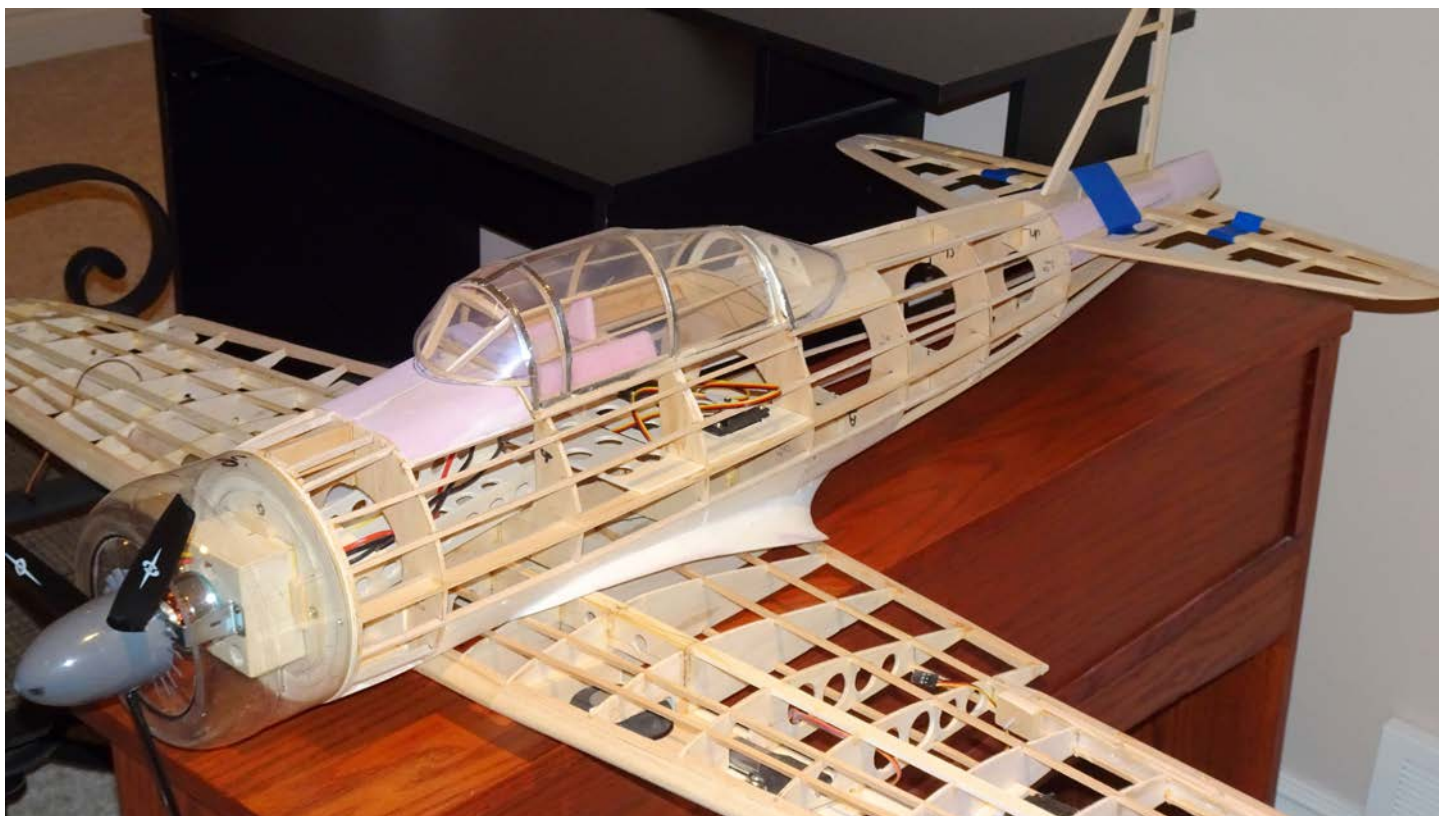
## Around the club, by Rich Dean

On a beautiful October 2015 afternoon Randy, Wendell and Mark showed up with their Taurus aircraft, similar but different. Randy's Taurus was sporting a two stroke engine, Wendell's a four stroke engine and Mark's an electric motor. All three have been flying a while but this was the first time they all were at the field with the "same" plane(s) at the same time. Very cool guys!

Okay – which of these planes is almost brand new and which is about 25 years old/young?



Now for a look at some of the planes that are in the winter build phase. Don Harker has run Guillows rubber powered plane plans through a copier X 2 and is well into a nice sized electric. Lots of mods going into this one. Custom canopy, retracts, different airfoil. Is that a FW-190 powerplant? Don has a story about finding the perfect cowl AFTER the rest of the plane was framed up.



Next, Kyle Chapman has a vintage Sig Kiwi started. The wing is basically finished and has dual aileron servos instead of the original single servo setup. Anyone else have flutter problems with the old style single servo torque rod setup in wings? The installed OS .35 engine is as powerful as the .40 sized engines of days gone by but it still has trouble fitting under the hood. Kyle hopes to fly it at the annual Sig Fly-In around Father's Day. It would fit right in with the Taurus brothers lineup.





Mark the Shark Barnett has another plans built Lightning underway. Tweaks are being made to enhance handling. Sporting his own custom molded canopy, the finish is a combination of film covering and paint. Looking good. That angry face would be right at home on a P-40.



Not all planes being built this winter are glow and balsa. For a change of pace Joel Smart is working with foam on a different looking plane. He insists the plans show to build this Parallax just like this, but smaller. Lots of changes in this build also. Tip plates and landing gear have been added to the original design plus a moved and bigger hatch for easier battery access. The Germans had a similar looking full sized observation plane in WWII, a BV-141. Burt Rutan tried an offset design he named the Boomerang that was flying in about 1996. Rumor is these designs add a little bit of drag on the right that offsets the left torque from the prop. The Parallax should be very interesting looking in the air.



One of the guys needs a hat in the following picture from last fall. John and Rich got another joint project into the air successfully. The Waco is from a Pica kit that was discontinued some 25 years ago. Engine is an OS 1.60 and the plane had three flights on it before it was put away for the winter. It still needs some details and couple of minor tweaks but that is normal. Rumors are that Kevin Gordon has one just like it that is almost finished. Let's see, two Wacos, Randy's big PT-17, Joel's big Phaeton . . . biplane overcast anyone?







# Club Meeting Report

## March 6, 2016

Todd opened the meeting at 7:00 pm with twenty members and one guest in attendance.

### **Treasurer's report:**

Geoff gave his report.

### **Secretary's report:**

Jim read the minutes from the Feb. meeting.

### **Old business:**

Todd has started the chain of events that pertain to the Warbird Event. Members' badges were distributed to those in attendance. Everyone must wear their badge at the field. Those still using 72 MHz must place their AMA card in the pinbox. There was a brief discussion about FAA registration of our models.

### **New business:**

We are checking with the Hiawatha Public Library about the possibility of scheduling a static event here. Demonstration Day will be June 4th from 1 to 3 PM. We will have a photography group taking pictures during this event. There was a discussion about special legislative rules for model aircraft. Todd informed the group of an e-mail he received from a local drone pilot. This individual was exploring the possibility of having a drone event at the field. Todd indicated that we were not interested in sponsoring such an activity.

Plenny Bates informed the group about

slope soaring events that are scheduled at Mt. Trashmore. There was discussion about how to enter and sign in and out for the events.

### **Show n' tell:**

Steve Wilson brought his Hobbyking Park Jet.

Joel Smart brought his "homebrewed" Paralax

Randy Cady brought his 1930 style racer, powered by an O.S. .35

Mark Woytassek brought a control horn he made on a 3D printer. It's strong and light weight.

George Moger brought his Aeroworks 74 inch Yak powered by a 1.4 Moki. George has made modifications to the fuel system and muffler.

Nathan Schroeder brought his foam board creation. He said it will be named after the maiden flight.

Todd brought his Top RC Zero Arf, powered by a 70 c.c. DME. It has a highly detailed cockpit, electric retracts with sequencing gear doors.

Meeting adjourned at 8:00 pm

Skyhawks Secretary,

Jim Buttleman



# Steve Wilson's Park Jet



# Joel Smart's Parallax

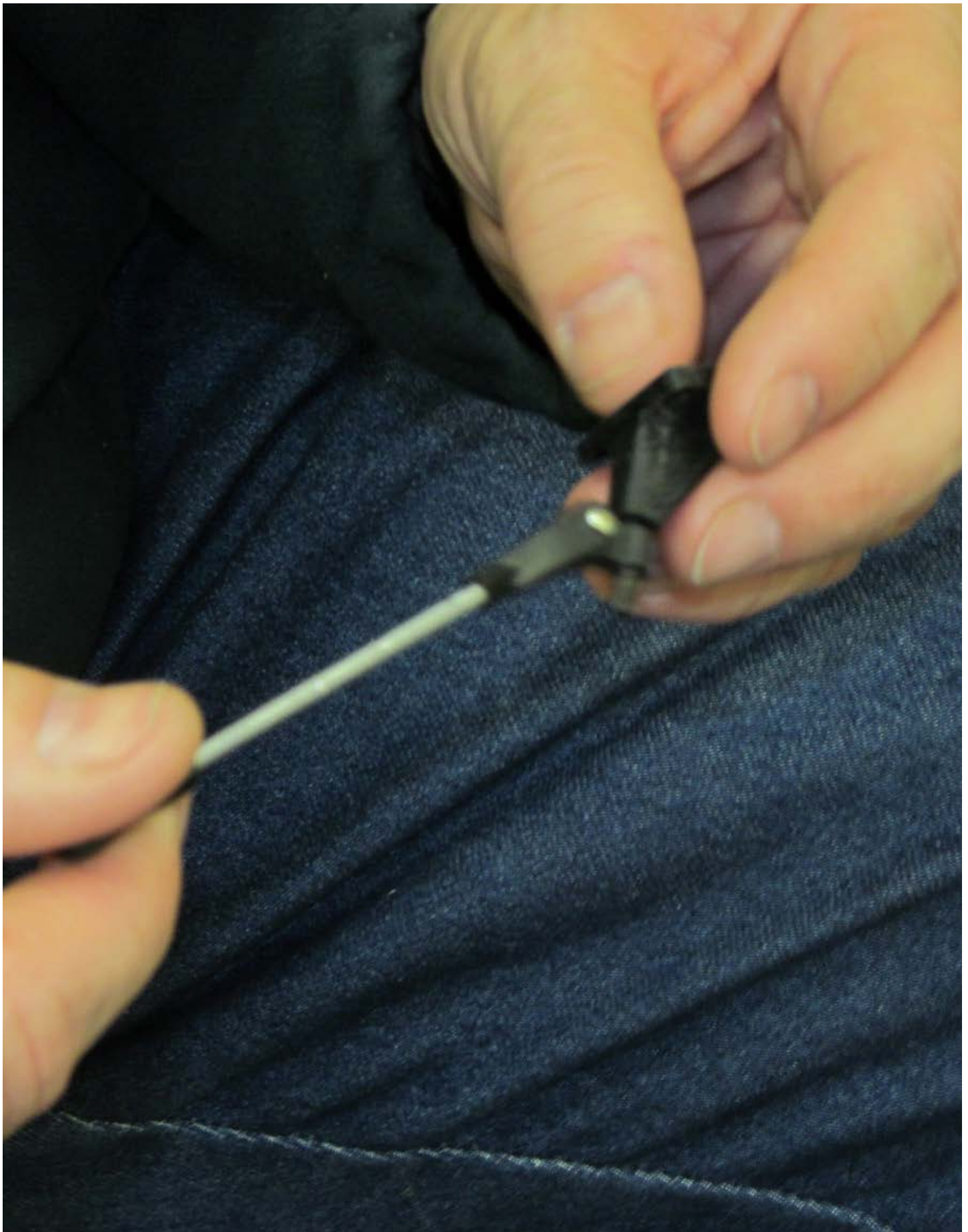




# Randy Cady's Racer



# Mark Woytassek's Control Horn





# George Moger's Yak



# Nathan Schroeder's Foamboard Delta Wing Fighter





# Todd's Top RC Zero

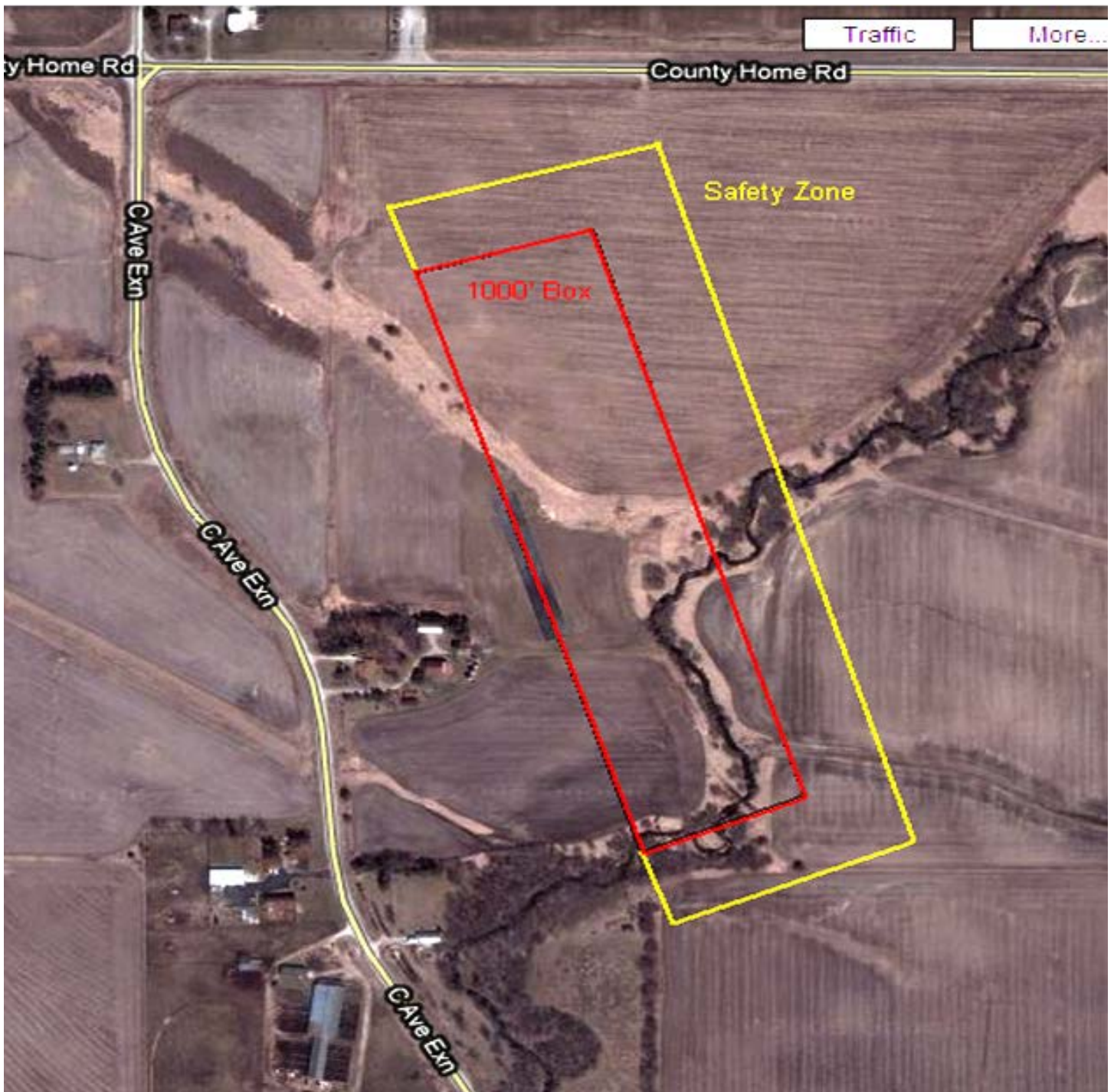


## Some reminders about our field flying area

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**

<b>NAME</b>	<b>PHONE EMAIL</b>
Todd Davis	361-2513 <a href="mailto:tjdavis510@gmail.com">tjdavis510@gmail.com</a>
Wendell Maakestad	366-2650 <a href="mailto:wmaakestad@ImOnMail.com">wmaakestad@ImOnMail.com</a>
Randy Cady	365-3041 <a href="mailto:fixedwing@cedar-rapids.net">fixedwing@cedar-rapids.net</a>
Van Winegarden	361-6105 <a href="mailto:vanjwinegarden@aol.com">vanjwinegarden@aol.com</a>

## **Helicopter Instructors**

<b>NAME</b>	<b>PHONE EMAIL</b>
David Shema	398-0995 <a href="mailto:dkshema@mchsi.com">dkshema@mchsi.com</a>

# 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
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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, 1590 17th Avenue, 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**  
1590 17th Avenue  
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.