

Cedar Rapids Skyhawks
LOG BOOK

Established 1962 - AMA Charter 1007



erskyhawks.org

SEPTEMBER, 2016



Todd Davis Hawker Hunter Jet
LAPC Skyhawks shoot
by Amy Mueggenberg



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<http://www.crskyhawks.org>

Upcoming Events

Sunday, October 2, 2016, 7:00 PM, General Club Meeting at the Hiawatha Library.

Pilots: They are cold, steely-eyed, weapons systems managers who kill bad people and break things. However, they can also be very charming and personable. The average pilot, despite sometimes having a swaggering exterior, is very much capable of such feelings as love, affection, intimacy and caring. These feelings generally just don't involve anyone else.

~Anonymous

“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.

Club Meeting Report

September 4, 2016

Wendell opened the meeting at 7:00 pm with ten members in attendance.

Treasurer's report

Geoff Barrance gave his report. Geoff said that September will be the last month that we will have the Port 'O' Jonny. This is consistent with what was done last year.

Secretary's report

Jim Buttleman read the minutes from the August meeting.

Old Business

No old business.

New business

There was discussion about the recently-released FAA regulations for commercial use of drones. Pilots flying commercial drones must pass a test and be certified by the FAA. There also are guidelines regarding when and where commercial drones may be operated. There was some discussion about the non-commercial use of drones in our area.

Wendell is trying to get information on the replacement of the runway mat. There will need to be a lot of work to the surface area before a new mat is installed. This will be an additional cost and may involve a contractor. There will also be a lot of work pulling up and disgarding the old runway material. New staples will need to be purchased for the installation. The club will need to have further discussion on the condition of the runway mat and when they think it will need to be replaced.

It was mentioned that a few aircraft have gone down in fields adjacent to our runway. Most have been found, but a couple have not.

Show n' tell

Geoff Barrance brought his Dura-Fly Spitfire which he has added a lot of detailing to. Jon Wilke brought his Ranger FPV plane and Fat Shark goggles.

Meeting adjourned at 7:40 pm

Skyhawks Secretary,

Jim Buttleman





August K Factor Article by Mark Barnett, MSCRA District 5 Associate Vice President

A problem with the figure M

One of my quotes is “disaster happens quickly”. On a nice Sunday May 23rd I was at the field and flying my hand built Lightning with Spark foam core wings. Completed in November 2015 it was the best flying plane I have ever built – so far. With about 150 pattern flights on this plane, I took off on my third flight of the day. The figure M is the first maneuver of the advanced pattern. About half way through at the bottom of the half outside loop in the middle of the two stall turns, the plane suddenly pitched up then quickly spun in. I had no control. It went down hard across a small creek into a grove of trees that runs parallel to our field about 500 feet straight out. I was shocked with no clue as to the cause.



At the moment of the crash I experienced feelings of panic as I had no control. I was completely helpless to stop the destruction. Inverted and down on the horizon is not a good place to be when a radio glitch occurs. After the plane disappeared from sight, panic gave way to sadness at the sudden loss of my friend. I knew a hard impact would destroy this plane. Now, I know that every RC plane has one flight and the rest are a bonus, but I was hoping for more from

this plane. I'm not sure what bothers me more, all the work I put into building it, or all the flight time I would miss out on with this great plane. My first Lightning has over 1300 flights as of this writing and is still working well. It suddenly got its old job back.



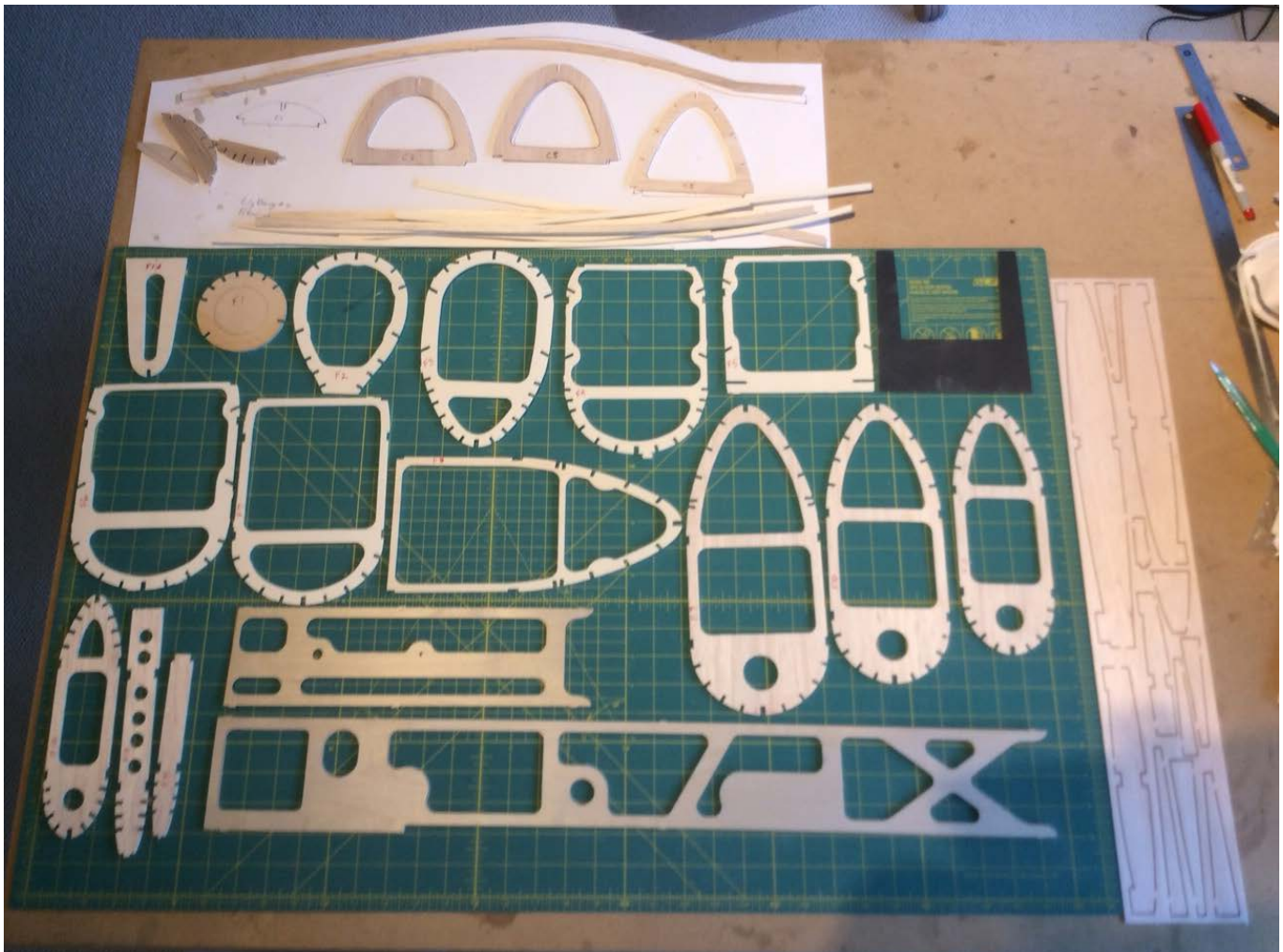
This is not my first crash and I have witnessed many others as well. At the NATS a couple years ago I saw two FAI pilots have a horrible midair crash, then calmly walk to their cars, pull out their back up planes, get them ready and complete their maneuvers as parts from their old planes fluttered down around them. This is a clear example of nerves of steel. They really had to shake it off and continue on. I, on the other hand, was a tower of Jell-O. We mounted an expeditary force to find the plane including my wife, Robin, and my buddy, Mark. We forded the creek and back tracked about a quarter mile to where we figured the plane was. After about 20 minutes Mark found the wreck. It had gone in nose first into soft dirt in a grassy area. The fuselage was splinters back to the back of the canopy. The back half of the plane was nearly undamaged. The wings including the tube and sleeve were free and had some damage to the



root rib areas. The wing bolts were sheared off or pulled out. We carried the bits and pieces back.

Back at the field I noted the reaction of the other flyers. Some won't look at you or the plane and avoid you as if misfortune is contagious. How many of us have quit flying and gone home after witnessing one or two crashes? Some say "so sorry" and move away quickly. Some will stand over the wreck with their heads hung low shaking their heads and try to say words of comfort. It really is as if a person had died. Of course, everyone wants to tell you about their worst or most recent crash. I put the remains in the van and left promptly. Driving away I think to myself, I will never again build a plane from plans or scratch or short kit as this one was. But then, there is something really special about hand building a plane that flies really well. I left the parts in the van for three days, and I didn't fly for about two weeks after the crash. It is also amazing how fast word travels. I barely got home when I received an email asking me about the crash and what happened.

Over the next couple days I went through the seven stages of grieving and then moved on. I decided I need to get tougher and act like those FAI boys. After all a pattern plane needs to fly. It can't just sit there and gather dust. I needed to get going. I took the wreckage out of the van and inspected it. In the aftermath it appeared that the wings can be repaired and the stabs and





rudder can be reused! Therefore, only a new fuselage and canopy need to be built. I have the plans, the jig, and the balsa. I also have a fiber glass canopy mold. All I need is time.

Lightning #1 performed very well at the NATS for me and is still flying. I have decided that this Lightning #2 with Spark wings snaps so well that it has to fly again. I am getting the short kit parts ready to start the Lightning #2 fuselage rebuild soon. By later this fall it will rise like a phoenix from the wreckage. I never really figured out what caused the radio glitch. The receiver and transmitter checked out at the factory and were sent back to me. Well, we can't worry about that sort of thing. I had two receiver batteries, and the one that was found had 3.87 volts per cell three days later. I may never know the cause, but I'm OK with that now.

When the Lightning #2 is rebuilt I will try to boldly take off, and as we say "fly the heck out of it". I will try to include updates on my fuselage build in my next few articles leading to the first flight.

Hearing loss in pattern flyers

At the NATS this year I had the chance to talk to a number of flyers in Masters and F3A classes. One thing I noticed was the relatively high percentage of somewhat older pattern flyers with hearing impairment requiring hearing aids. This seemed out of proportion to the normal population of the same age. Granted, hearing impairment occurs more frequently with age, and I have no statistics to back this up. With electric airplanes noise is not so much of a factor. We stick the battery in, carry the plane out to the runway with the motor off, walk back to the station, and take off. There is no prolonged engine tuning, break in, or holding the plane up next to your ear at full throttle to see if it dies. Pattern flyers fly lots of flights in order to practice, much more than the average sport flyer. Most of these mature flyers have been in pattern since the ballistic pattern days through the YS days and now in the electric era. Like an artillery man in the army, most of these flyers were exposed to repeated bursts of loud noise. Over time this can lead to significant hearing loss without protection. Like too much sun exposure leads to skin cancer, too much loud noise can lead to hearing loss. Just look at Ozzie Osborn – too much loud rock music. My concern is that many of our younger flyers are flying war birds or IMAC with big gas engines or jets with turbines which all create loud noise. I would like to urge you to discuss this with your local club members and encourage them to use precautions to protect their hearing. Otherwise, they could be facing significant hearing impairment by the time they reach 60 year of age.

Air Capital Classic Pattern Contest

Wichita Kansas July 30 & 31, 2016

Sportsman	Robert Harden	4000
Intermediate	Larry Mowrey	4000
Advanced	William Harden	4000
Masters	Vicente Bortone	4000
	Joe Dunnaway	3876
	Clifton Bradford	3873
F3A	Art Wagner	4000
	Jonathan Mowrey	3768

Book Report: *Hell Hawks!: The Untold Story of the American Fliers Who Savaged Hitler's Wehrmacht*

By Robert F Dorr and Thomas D Jones 2010 Zenith Press

This is the story of American fighter pilots of the 365th Fighter Group beginning in England before D Day. They flew P-47 Thunderbolts in close support for Eisenhower's ground forces as they advanced across France into Germany. They continued flying missions until the Nazi surrender. This is one of several excellent books by Bob Dorr who recently passed away. I had the pleasure of meeting Mr. Dorr in Washington DC at the Air and Space Museum Annex several years ago where I purchased an autographed copy from him. I highly recommend this book to give you a feel of what it was like for these rugged air men flying in all conditions during WW II.

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
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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.