

Cedar Rapids Skyhawks
LOG BOOK

Established 1962 - AMA Charter 1007



crskyhawks.org

JANUARY, 2017



**Randy Lepsch's Spitfire
Warbirds Over Iowa, 2016**



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<http://www.crskyhawks.org>

Upcoming Events

Sunday, January 29, 2017, 8:00 AM, Iowa City Swap Meet

Sunday, February 12, 2017, 7:00 PM, General Club Meeting at the Hiawatha Library.

Saturday, June 3, 2017, Demonstration Day.

Saturday July 22, 2017, Warbirds Over Iowa.

And let's get one thing straight.
There's a big difference between a
pilot and an aviator. One is a techni-
cian; the other is an artist in love
with flight.

~E. B. Jeppesen

“The Skyhawks are a great partner and add a wonder-
ful 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 frequen-
cy, 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.

January Party Report

January 14, 2017

The annual Skyhawks Dinner Party was held January 14th at Granite City Food and Brewery. The good food and fellowship was enjoyed by the thirty-one folks in attendance.

President Todd Davis gave an overview of some upcoming events.

He then presented the club's Fellowship Award to Dave Logan. Dave has done a great job of coordinating vehicle parking at the last two Warbirds Over Iowa events. Congratulations, Dave!

A good time was had by all as we look forward to another fun flying season.

Skyhawks Secretary,

Jim Buttleman

IMPORTANT NOTE

Now is the time to pay your club dues for 2017, if you haven't already done so. Be ready to fly when the weather turns nice!

Mark Barnett Article

The following article is contributed by Mark Barnett, and was published in the K-Factor, November, 2016 issue.

K-Factor is the official publication of the National Society of Radio Controlled Aerobatics. Mark is the NSRCA District 5 Associate Vice President.

The complete article is reproduced in this Logbook.

The Truth About Sand Paper and Sanding, by Mark Barnett

Measure a model airplane builder by the number of sanding tools he has. The true builder must be familiar and facile with all forms of these vital building aids, for they are used in every step of the building process. There are several categories of sanding tools including: sandpaper, sanding blocks, sponge sanders, sanding sticks, files, drums, burrs and grinders for Dremel type tools, sanding disc and belts, and hand held electric sanders. Each type has its own characteristics and uses. Let's review some of these and highlight some of the techniques for each.

Sand paper comes in different grades, from very coarse, 60 grit, to very fine, 1500 grit. There is sticky backed paper for use on sanding bars and tubes. There is dry paper for wood or plastic and wet/dry paper for wood, plastic and painted surfaces. Some of the best words of advice in model building were told to me by Tom Gilkey who heard it from Jerry Cheney: was "Treat yourself to a new piece of sand paper often". If your sand paper is old change it, if your sanding stick or block is rubbed smooth or clogged, replace it. You will make more progress with this replaced sand paper and say to yourself, "Why didn't I do this earlier?"

Wet sanding is especially useful when sanding primer and paint. Dry sanding primer clogs the paper quickly due to heat generated from friction that melts the paint making it necessary to change paper frequently. Wet sanding is done with a strip of wet/dry paper dipped in a bowl of water every minute or two. This keeps the paint cool preventing clogging and the water clears away primer/paint dust making the paper last much longer. Wet sanding a primed surface speeds up the process since you don't have to stop and change the clogged paper every 5 minutes. I start with 220 grit paper and then repeat with 320 grit paper. About 90% of the primer is sanded off to remove as much weight as possible. This is a little messy so have a drop cloth down and wear old clothes or an apron. Dave Platt has said "the primer coat is the last chance to get it right". Any blemishes, dents, dings or pin holes left here will show up in the paint coat. If necessary, these defects are filled in and a second coat of primer can be painted on and sanded off to make the surface as smooth as possible. With a base coat of paint such as white, sanding with a very fine grit may be necessary to make the overlying color stick. This can be done with 800, 1200, and 1500 grit paper. This so called "scuffing" can also be done with the same wet sanding technique. Try wet sanding the primer coat next time you paint a pattern plane and you will be happy you did.

Sanding blocks can be made from wood blocks in a variety of sizes. Some use strips of sand paper held by pins but most use sticky backed sand paper like those made by Great Planes. They come in different lengths and some have carbide surfaces that are permanent like those made by Permagrafit. Foam sanding blocks found in paint stores can sometimes be useful but can gouge soft balsa so be careful. Sanding sponges are more useful for sanding around curved surfaces.

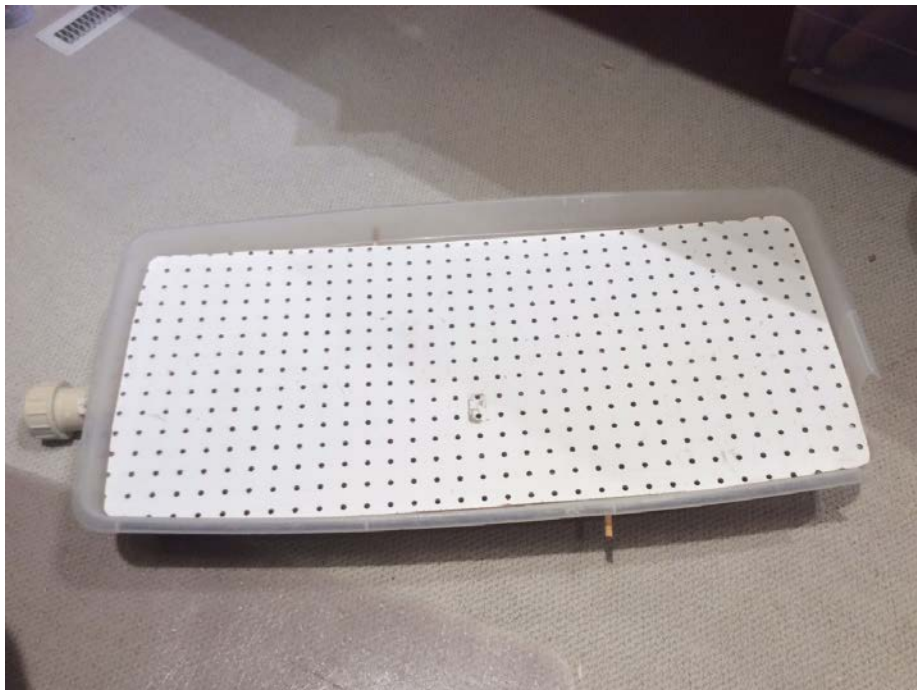


Hand held sanding tools and files are very useful for specialized uses— especially round or flat tools. Permagrafit makes a nice selection of tools like this in coarse and fine grit. I often use a piece of wing or stab tube with a piece of sticky paper on the end to sand holes in the fuselage for the sleeve placement with a perfect fit. Paper on various pieces of brass tubing comes in handy to make smaller sized holes. My favorite Permagrafit tool is the large coarse rat tail file followed by the smaller sized one. I use these as hand tools and also chucked in my hand drill for cutting holes without splintering the wood like a drill bit can. I also like the Permagrafit 1/4" and 1/8" sanding bar for cutting slots. I find uses for these all the time.





While sanding a model builder should wear a simple paint mask to filter fine dust produced by balsa, plywood, and especially carbon fiber, fiberglass and paint. You only have one set of lungs and you are going to need them to last for a while. Dust and fibers can overwhelm your body's ability to clear them from your wind pipes. This material can get into the small air sacks that make up your lungs (alveoli) and cause damage and scarring. Next time you are sanding in the shop and start sneezing, your body is trying to tell you something – stop and put on a mask. Good ventilation is important also. In the winter it is not practical to open windows where I live. A few years ago I built a down draft sawdust sucker out of PVC pipe with holes, a large flat plastic box, peg board, dowels and a shop vac. It worked well to draw the dust down but I got tired of the noise of the vacuum so I kept it in the corner of the room and then I got tired of getting up and down to turn the vacuum on and off. Now I store my sanding tools on top of the peg board covering. Almost every time I am in the shop, I pull it out from under my build table to sand over it while wearing a paint mask.



Speaking of vacuums, early on I went through a hand held Dust Buster and a Dirt Devil that simply wore out. Finally, with my 20% off coupon I went to Bed Bath and Beyond and bought a Dyson hand held battery operated vacuum. This powerful vacuum works great, cleans up easily, and is great for sucking up house flies that wonder into the shop. I have 2 batteries and use it every day. It was pricy but has lasted for years with good power and is one of the best tools I ever bought.



The Dremel Tool is a vital piece of equipment in the model builder's armamentarium. Useful bits include large and small drum sanders, various shaped coarse grit sanders. These are useful in boring or enlarging holes. I have used the router attachment with a 1/8" grinder to cut a slot in a foam wing core followed by a ball shaped bit to cut the servo wire hole from the box to the wing root along the same slot path. Works like a charm.

A 48" edge sander is essential for sanding the edges of sheeting that are going to be glued together or straightening the edge of balsa sheeting before cutting stringers. This handy tool is made with 2 very straight 3/4" x 4" x 48" boards fastened at a right angle with screws and then 150 grit sticky sand paper is put on the upright board. The edge sander is clamped to a table. Balsa sheeting is slowly run along the sand paper making a straight edge. This can then be glued to other sheeting - edge to edge with no gap using wood glue and masking tape.



I have a disc/belt sander. Every once in a while it comes in handy. I like to use the disc sander to rough shape hard to sand materials such as plywood, hardwood, or carbon fiber products like Dragon Board. It makes a real cloud of dust so either hold your breath or wear a mask. I recently made some rock hard maple rails for a Super Kaos. The belt sander was the only way to shape this wood that is as hard as woodpecker lips.



Sanding sticks have become my go to tool for working with competition balsa. A fine touch is needed to prevent dents and dings prior to fiberglassing. Drop a sanding stick on a balsa skin and it is fine with a couple drops of water. Drop a sanding bar on your perfect turtle deck and you will be crying or making some other noises. These sticks come in coarse, medium, fine, and very fine grits. I have a whole bucket full now and I replace ones that have worn out every time I get to a hobby store.



In model airplane building in order to do it right, sanding and shaping takes up the most time compared to other areas such as gluing, covering, fiber glassing, painting and putting in the electronics and motor. If you are a builder you are going to get a lot of practice sanding. Due to the dry conditions in the winter and the shear forces exerted by sanding on the hands, little cracks in the finger tips near the corner of the nails (usually in the thumbs and index fingers) is quite common and plagues us until the spring comes and humidity increases. They are exquisitely painful and tend to throb at night when you are trying to sleep. I treat these cracks with Liquid Band-Aid, and some people use CA glue. This helps the pain quite a bit until you go back to the shop and open a crack on another finger. All I can say is every sport has its pain. Suck it up and get back in there and don't come out until you have an airplane built.

Book report: *To Fly and Fight, Memoirs of a Triple Ace* Autobiography by Col. Clarence E. "Bud" Anderson with Joseph P Hamelin published by Pacifica Military History 1990. This is a story of the P51 pilot who flew Old Crow for the 357th Fighter Group on 116 missions and had 16 ¼ aerial victories. He flew with Chuck Yeager. After the war he was a test pilot. He was a jet fighter pilot in Korea. He did it all and survived. Now in his nineties he still attends air shows such as Oshkosh. This is a great book. I bought my copy on Amazon and received an autographed copy from Jim Anderson, Bud's son.

PLEASE POST

**Mark the date! Huge Eastern Iowa
Swap Meet & Auction, GREAT LOCATION!
It's the 14th Annual Iowa City Aerohawks
R/C Swap Meet**

SUNDAY, January 29, 2017

At the **National Guard Armory, Iowa City**

Table set up at 8 a.m., Doors open at 9 a.m., **AUCTION** at 12.

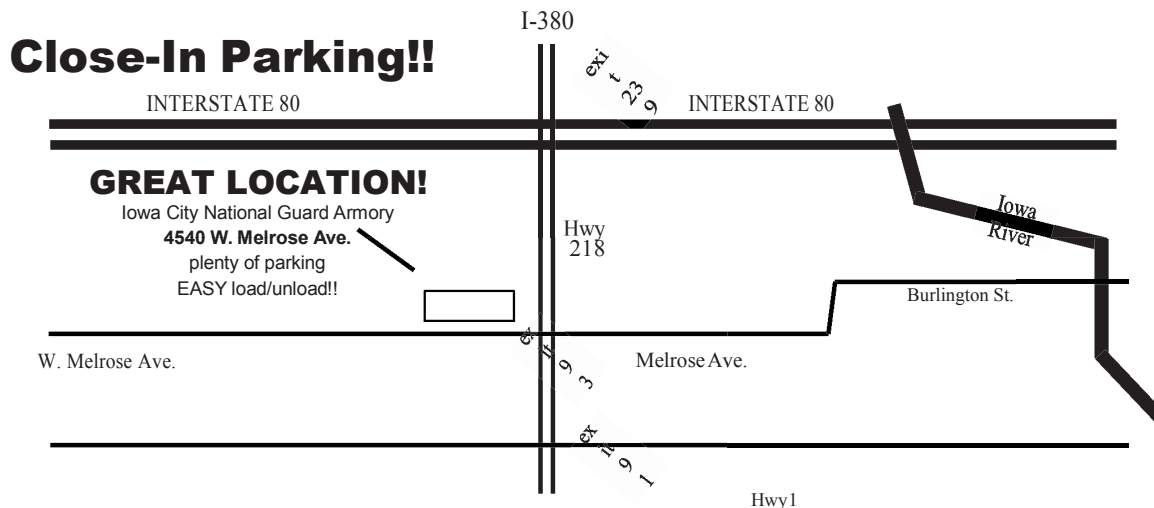
All RC control interests welcome! 120+ tables! **Vendors too!**

Easy load/unload. Breakfast & lunch: coffee, donuts,
bagels, soda, pulled pork sandwiches, chips available.
We've rented a HUGE facility with lots of space, and our
members, vendors, and friends will be putting out LOTS
of GREAT stuff from their workshops and home hangars:
PLANES, CARS, TOOLS, HELICOPTERS, BOATS, KITS, ARFs
\$5 admission, Kids 12 and under FREE!

\$13 for 6 ft. table w/ chair (includes 1 admission), additional tables \$10

BUT WE SELL OUT SPACES EARLY and YOU MUST RESERVE AHEAD!!

Call Rich at **319-358-8519** or email: **rich.vedepo@gmail.com**



Iowa City Aerohawks is a radio control flying club. All Aerohawks are also members of the Academy of Model Aeronautics, Chapter 824

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.