

Cedar Rapids Skyhawks LOG BOOK

Established 1962 - AMA Charter 1007



crskyhawks.org

JUNE, 2018



**Kipp Haverly with his new
Cessna 188 Ag Wagon,
Photo by Todd Davis**



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<http://www.crskyhawks.org>

Upcoming Events.

Saturday, June 23, 2018, Davenport Fun Scale Fly In. (See details in the Logbook).

Sunday, July 1, 2018, 7:00 PM, General Club Meeting at the Skyhawks Field. In case of inclement weather, the meeting will be held at the Hiawatha Library.

Saturday, July 14, 2018, Electric Fun Fly. (See details in the Logbook and on the web site)

Saturday, July 21, 2018, Warbirds Over Iowa. (See details in the Logbook and on the web site)

Saturday and Sunday, August 18-19, 2018, Skyhawks Pattern Contest.

Always keep an 'out' in your hip pocket.

~Bevo Howard

“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

All club members must read and follow the safety rules. They are available on the website.

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 or Ham band, 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.

Skyhawks Meeting Minutes

June 3, 2018

Todd opened the meeting a 7:00 PM. There were 12 members present for the meeting.

Geoff gave the treasurer's report. We are currently at 59 paid up members for the 2018 season.

Todd summarized the minutes from the last meeting.

Old Business:

The donated aircraft items from the last meeting have been bought by club members which generated more funds for the club. Thanks to all members who placed bids and to those who won the items! Everything sold except for the Saito Twin. The plan is for Todd to list it on either eBay or RC Universe now to get it sold.

June 2nd was demo day but due to inclement weather it was canceled. However, the weather improved later in the day so several club members came out and flew at the field anyway. A few spectators were there to watch as well.

Electric Fly-In is July 14 with a rain date on the 15. Todd has provided a flyer to Mike T in support of the event.

Warbirds Over Iowa is a week later on July 21 with a rain date on the 22.

See the website <http://www.crskyhawks.org/> for more information on these events. The events have also been posted on Hoopla, Go Cedar Rapids, KCRG.com and Eventbrite.

Field maintenance was performed this past week. Thanks to all those who were able to come out during the middle of the week to help roll, trim, mow etc. Note the field was pretty wet so the roller flattened the mat and the surrounding grass quite well except for the north end of the runway. That runway end was very soft / muddy and now has some severe bumps so takeoffs and landings should be avoided on the north end unless you have no other options. Also note it is advised to stay off the runway after it rains as the mat tends to get very soft until it has time to dry out.

The Big Brothers / Sisters event is scheduled for Tuesday, August 7 at 6:00 PM. The club will be doing a demo, presentation and hopefully providing some stick time for the kids if we have some trainers and buddy boxes available at the event. Contact Todd if you can help. Plans will be finalized at the August club meeting. Note if there are kids in the program who want to get into RC we will provide free Skyhawks membership to go with the free AMA membership as discussed at the last meeting.

Todd mentioned again the Grinnell full scale aircraft fly-in "Fly Iowa" and them wanting an RC booth at the fly in. Anyone interested should contact Todd.

New Business:

Next club meeting will be on Sunday, July 1.

Wendell and one of his neighbors were able to put 2 tons of gravel on the field driveway to fill all the pot holes that have been there for such a long time. Way to go Wendell!

More field repairs need to be made to the runway. Holes need to be filled and weeds removed. Randy D volunteered to do this work. Thanks Randy!

Expect a call of hands for a field maintenance day prior to the upcoming Electric and Warbirds events.

Gene T started a discussion regarding how to engage younger generations to become interested in the hobby. He suggested arranging a model airplane build session for kids which could possibly generate interest. A comment was made that perhaps Hobbytown could be contacted to see if their backroom would be available to host such an activity. It was also noted that if the club were to pursue such an activity, both male and female adults

would need to be in attendance in order to avoid any perceived uncomfortable situations.

Dave L has a neighbor whose relative recently passed away that was an RC modeler. The neighbor is now trying to sell some of his RC airplanes (all build-in-progress) which include an 80" wingspan SIG Skybolt, 57" wingspan Great Planes Super Skybolt and 72" wingspan SIG 3D Mayhem. If you are interested in any of these planes, contact Tom Olson at 319-310-7389.

Show n' tell:

Gene Thorn brought his recently finished Citabria. Looks great Gene!

Bradford Thorn brought some parts he recently made for an airplane that he is building by fabricating the entire airframe using a 3D printer! His printer is an "I3 Duplicator" and the airplane is a Boeing PT-17 Stearman which will have a 47" wingspan. Wow, this must be the way of the future (who needs balsa and heat shrink covering anymore).

Meeting adjourned at 7:30 PM.

Skyhawks VP
Gary Owen
(substituting for Skyhawks Secretary, Randy Lepsch)

Gene Thorn shows his recently finished Citabria

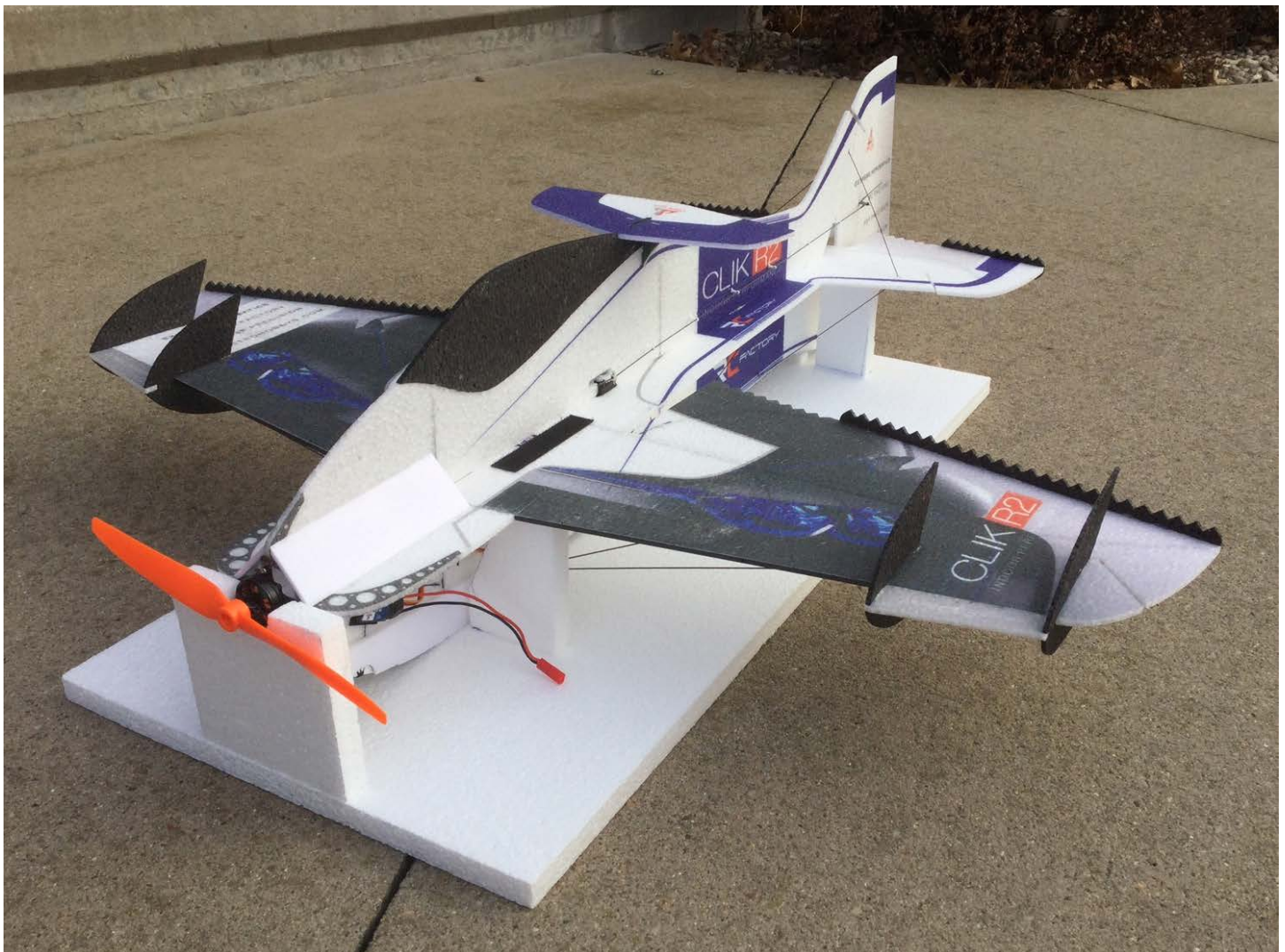


Bradford Thorn Shows a piece from the plane he is printing



The Quest for the Rolling Circle by: Mark Barnett

The first time I saw a rolling circle performed was about 9 years ago at an IMAC contest in Florida just about the time I was getting into pattern. I was really impressed by how these expert pilots were able to do the maneuver smoothly in spite of the moderate wind and a little rain on that day in Florida. I thought, someday, I would like to be able to fly the rolling circle maneuver. At that time, with my Four Star 40 I was struggling to do simple loops, lines, and rolls. Around that same time I began to go to pattern contests, and slowly over the past 9 years worked my way through the sportsman, intermediate, and advanced classes. For most of those years I have concentrated on learning the pattern for whatever class I was in, and sort of forgot about my goal of flying a rolling circle. The last couple years I have been watching FAI pilots doing maneuvers in the F pattern at NATS. More recently I have called for a couple of FAI pilots during practice. Watching those pilots was contagious and I wanted to try to do some of those FAI maneuvers. Why not try to do a rolling circle? Well let's see why not. I could really only roll to the right, flying knife edge gave me a real pucker, and rudder input inverted was wrong about 50% of the time. Other than those little things, I was ready. One FAI pilot told me "you just have to try a roller a few times and eventually you will get it". At that point I was sure of one thing - that "just trying a roller" would probably cost me a wrecked pattern plane. I came up with a long range plan to accomplish this goal and keep my pattern ship intact. The plan was: practice on the simulator, move on to a foamy, advance to a 3D plane on low rates, and then finally graduate to my pattern plane. This seemed to be the least risky/expensive in terms of crashing. Sorry, I don't like that "C" word, but I had to say it once.





I have a simulator with a pattern plane, Pinnacle, down loaded which I use to practice new sequences. The simulator to me is like doing a bunch of sit ups, I love what they do for me, but I hate doing them. About a year ago I purchased a couple foamy kits that can be flown outside in very low wind. One is called a Clik-R2 -- made by Twisted Hobbies. A complete servo and power system can be purchased with the plane. The Clik is really an indoor model, but the EPP foam is tougher than fragile Depron foam models although slightly heavier. I built my Clik in less than a week with no landing gear, and I reinforced the keel area with Depron foam and a carbon fiber strip for grass landings. This plane has a lot of drag, and flies nice and slow like an indoor plane should, and is really great outside in very low wind conditions. It knife edges easily and just floats along with a 2S 350 mah battery with an all up weight of 160 grams with a 4 ½ minute flight time. The Clik-R2 is the best foamy for practicing aerobatics I have had, and I highly recommend it. The other foamy plane that I fly is a 32" Crack Yak by the same company. It flies faster, but will do all the same things as the Clik except it is not as floaty. Despite putting on larger wheels it lands poorly in the grass, but the heavy duty landing gear is holding up great, and does work well on asphalt or petro mat runway surface. Recently I added a foam T canalizer and aileron drag strips to slow it down, which seemed to help. The Crack Yak handles some wind better than the Clik.

I found a park close to home with open grass. I hand launch these little foamy planes in a series of moves which my wife found most amusing. This intricate hand launch maneuver includes; turn into the wind if there is any, hit the timer switch, pick up the plane from the top tilted slightly up in the left hand and pick up the transmitter in the right hand while holding some up elevator, stand up, push the throttle to 2/3 with my lips, gently release the foamy on its way, and quickly grab the transmitter with the left hand to gain full control. Both The Clik and the Crack Yak planes are reasonably tough and have not required much repair after many flights. I had a spare 1/2" thick Styrofoam sheet from Lowes which I used to build a travel cradle for the Clik which is quite handy. Foamy planes should fly both inverted and upright without much elevator input. Adjust the center of gravity (battery position) until this is achieved. This will help your practice while flying inverted. Aileron roll rate should be set lower for this practice, and for hovering or 3D switch to high rates. In my plan, these foamys would be used first to try the rolling circle maneuver for real after practicing on the simulator.



My 3D plane is an Addiction XL by Precision Aerobatics. It is very light weight and very aerobatic. It was perfect size for some 6S batteries that I already had. On low rates it will fly pattern maneuvers nicely at about 1/4 to 1/8th the expense of a 2 meter pattern plane. This would be the next tool that I use in my quest for the rolling circle.

Let's not kid ourselves; the rolling circle is one of the most difficult aerobatic maneuvers to learn. The rudder and elevator are used continually, and must be fed in and out during the maneuver. In addition, at critical points when the wings are at a 60 degree bank angle the rudder or the elevator must be switched to opposite in

order to keep the plane level and going around the circle. The timing is critical, and remember, you have to learn it in both directions! Also, there are inside rollers and outside rollers, meaning you start the roll toward the inside or the outside of the circle with a left or right bank. The roll rate must remain constant at a very slow roll or the timing for rudder and elevator is shot.

Many of us only roll well in one direction. Start the learning process by learning to roll in the opposite direction as you are used to with slow rolls and four point rolls. Plan to start on the simulator, progress to a foamy, advance to a 3D plane on low rates, and finally your pattern plane. Remember your left hand is not just a useless appendage on the other side of your body. You will have to use that rudder. Continue to practice rolling both directions nice and level.

Practice hovering on the simulator hover trainer. This is great rudder training. Be sure to practice belly toward you and think "opposite" rudder. I got really frustrated at first, because the plane crashes all the time, but push the reset button and keep after it. This hovering skill will slowly improve. Hovering is actually harder on the simulator, so if you master that you should be able to hover your model plane reasonably well. Remember to switch to high rates for hovering.

Get comfortable flying knife edge. Remember top-tail/bottom-nose for the direction of the rudder stick in knife edge. If you see the canopy of the plane the rudder stick goes to the tail and when you see the bottom of the plane the rudder stick goes toward the nose. Repeating this phrase helped me quite a bit. After a while it becomes more instinctive. The foamy is great for building your confidence in knife edge flying. Practice until you can do a knife edge loop and a horizontal knife edge figure 8 with a switch to the other knife edge on the 45. Remember wrong rudder and your plane is diving at the ground. Yikes! Start up in the air 3 mistakes high, and work your way down as you get better.

While doing all these other things, begin to practice rollers on the simulator. Try the chase mode to help with timing the transition between up and down elevator, and left and right rudder to keep the plane going around the circle. Don't get too dizzy. Start with a 4 point roll flown in a circle with one roll. Advance to a rolling circle with one roll. Remember roll outside and inside coming from both the right and left, and work harder on your weak direction. Go to 2 rolls inside or 2 rolls outside in a circle in both directions. Try four rolls per circle. Start inverted and go inside and outside. During this process you are going to learn rudder – finally. You can't do a smooth roller without correct rudder inputs. Someone on RC Universe once said "wrong rudder is the most powerful force in the galaxy."

This is not easy. Remember: simulator to foamy to 3D plane on low rates to pattern plane. If you put the time in you will see a slow steady improvement. In my case – very slow. Set your goals as outlined to learn to roll in both directions, learn to knife edge without getting your underwear bunched, learn to hover a foamy or 3D plane, and finally learn to do rolling circles in both directions. This whole process for me took about a year from simulator to pattern plane, and I've still got a long way to go to look smooth. Get started and good luck, there's not a minute to waste.



**DAVENPORT RADIO CONTROL
SOCIETY'S
23rd ANNUAL FUN SCALE FLY IN
SATURDAY JUNE 23, 2018
FRYE MEMORIAL FIELD**

**Seven Cities Sod Farm
Davenport, IA**

**2 TROPHY CLASSES: Giant and Sportsman
\$15 Registration Fee**

**8:00 a.m. Gates open
10:00 a.m. Open flying commences
3:00 p.m. Awards & Prizes**



All models must be scale replicas of full size aircraft. All models which meet or exceed the IMAA definition of giant scale MUST register in the Giant class. All aircraft must fly to compete for trophies. Trophies will be awarded in each class based on entered pilots' voting. AMA membership is required. Large sod and fabric mat runway. Jets and large scale models are welcome.

AMA Sanction #18/1223

Lunch will be available on site.

**For further information, contact:
Steve Thompson, CD
563-349-7432**

Directions to Frye Field: Take Highway 130 north from I-80, to 210th St; turn left, go 2 miles to 120th Ave & turn right. Field is approximately 1/2 mile north



CR Skyhawks

2018 ELECTRIC FUN FLY

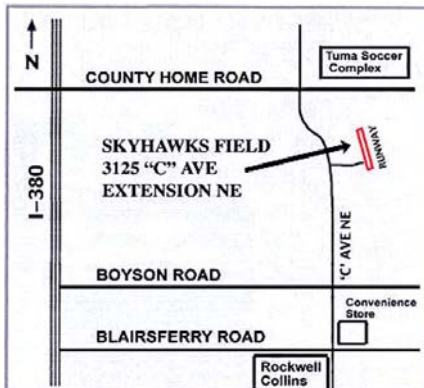
July 14, (Bad weather date 15TH)

Details at: WWW.Skyhawks.org



**Electric
Generators
on Site**

How to get there



**Free Entry For
Spectators!**

\$5 Landing Fee – Full AMA required

Pilots meeting 11:30, Flying until 6PM





Saturday, July 21 (Bad Weather Date July 22)

9:00 AM to 4:00 PM

At the Cedar Rapids Skyhawk's R/C Airfield 500' x 70' hard-surface runway

On-site refreshments, great fellowship and lots of flying.

More info available at CRSKYHAWKS.ORG

**\$10.00 Flying Fee, Spectators Free. Proceeds Benefit HONOR FLIGHT
Awards for Pilot's Choice, Best scale appearance, Best flight, Best WW2**

AMA Membership Required

Aircraft must be real warbird replicas, (no modified Extras etc.)

No Park Flyer type aircraft (under 2lb)

Times may be reserved for demonstration flights of special aircraft.

For more information contact: Todd Davis, CD, at 319-361-2513

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
Mark Barnett	310-2783	sharp11blade@gmail.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.