

Cedar Rapids Skyhawks
LOG BOOK

Established 1962 - AMA Charter 1007



crskyhawks.org

NOVEMBER, 2021



Todd Davis Fokker D7

Photo by John Cox



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<http://www.crskyhawks.org>

Upcoming Events.

Sunday, December 5th, 7:00 PM at the Hiawatha Public Library.

The only time an aircraft has too much fuel on board is when it is on fire.

~Sir Charles Kingsford Smith

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

Daniel Gibbins, ISA
Former 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

November 7, 2021

The meeting was held at the Hiawatha Public Library. Todd Davis called the meeting to order at 7:07 pm. There were 15 members present.

Geoff Barrance gave the treasurer's report. Current membership stands at 74 members for 2021 and 8 paid for 2022.

David Logan read the minutes from the October, 2021 meeting.

Old Business

- **Runway Update**

The old runway mat was pulled up on October 9 with about 20 members helping.

The excavation work was delayed due to heavy rainfall during the week it was planned. The excavating work was completed on October 22. After the new runway base had dried sufficiently, we were able to get out and put the new mat down on October 23. We had over 25 volunteers working from 9 a.m. until around 5:30 p.m. to get the new mats laid down.

Unfortunately, the Sunday following the replacement, we had a thunderstorm with very strong winds blow through and the two mats on the West side of the runway were blown up and launched across the pit area. A few of the flight stands were blown over also and one of the flight station's fence post was bent over. The following Tuesday, the mats were secured with bungee cables to the fence line and the remaining mats were reinforced with more staples.

The following weekend (October 30th), the mats were replaced on the runway and many more staples were added.

The runway is open for flying, but please make sure that the ground is dry and the runway is not soft before walking on it.

Todd Davis has submitted the runway replacement project to the AMA for a field improvement grant. We could receive up to \$3000 if a grant is approved. If we are able to get a grant, it would be awarded next year. The total cost of the project was \$17,974.

- **Nominations for 2022 Club Officers**

Nominations were accepted for the slate of 2022 club officers. The current slate of officers in attendance were President Todd Davis, Treasurer Geoff Barrance, and Secretary David Logan. Wendell Maakestad nominated the 3 present officers to continue in their current positions. Mark Barnett seconded the nomination. All the nominated officers accepted the nomination. The nominations were voted on with 14 in favor and 1 opposed.

For Vice President, David Logan nominated Steve Wilson. Todd Davis seconded the nomination. Steve accepted the nomination. The vote was unanimous to accept Steve's nomination.

The vote for club officers will occur at the December meeting.

- **2022 Banquet**

The 2022 banquet was discussed. Todd asked how many people would attend if we had a banquet. There seemed to be some interest in it, but some said it would depend on where it was held. Mark Barnett suggested Todd send out an email to ask what the club interest would be. Todd will look into options for a venue. Most venues require a minimum amount of money be spent, so it would require good attendance. Jim Buttleman suggested we host it possibly at his church and have it catered.

- **Sky Hawks Hobby Town Perks**

David Logan inquired about the Hobby Town arrangement with the Sky Hawks to receive rewards to the club on purchases made at the store. He wanted to know if we had an update on how well it has worked out so far. Todd reminded the club of this program. If a Sky Hawks member makes a purchase at the local

Hobby Town store and shows their club membership card, the club will receive a portion of the purchase back as a donation. Todd mentioned that we have dropped the ball on keeping this publicized to the club. He had no updates on whether we have received or will receive any money back at this point.

- **Log Book**

Mark Woytassek mentioned that the Log Book is still not getting posted to the Sky Hawks website. David Logan mentioned that he checked prior to the meeting and it was posted, but Mark said it was not there a few days ago.

New Business

- **Donation of Planes**

Several planes were anonymously donated to the club and they were auctioned off to club members. \$310 was raised for the club from the auction. Duane Lupia also donated 12 kits to the club for raising funds for the club. Thank you to these donors for your contribution to the club. Several kits were available for sale prior to this meeting.

- **Beginning Aerobatics Interest Group**

Mark Barnett shared an idea about starting an interest group for beginning aerobatics. He suggested that he would like to start a group for those interested. The interested individuals would purchase and build a foam aircraft such as the Crack Yak like he flies and then would meet for lessons on flying basic aerobatic maneuvers. Todd will send an email to the club to gauge interest in such a group.

- **Presentation of Buckle to Don Harker**

Mark Woytassek presented Don Harker with an YB-49 flying wing belt buckle which he had received many years ago from the manufacturer of the airplane.



Show N Tell

Don Harker brought his plans-built Quaker fuselage. He plans to keep the weight under a pound. He explained the meticulous detail that is involved with shaping and placing each piece.



The meeting adjourned at 8:02 p.m.

The next meeting will be held at the Hiawatha Library on Sunday, December 5 at 7:00 p.m.

Secretary's report submitted 11/15/2021 by David Logan.

Foamy My Teacher

by Mark Barnett

Flying RC aerobatics is a diminishing skill. You have to practice regularly to maintain, and improve your skills. More practice generally leads to improved skills especially if you push yourself to try new maneuvers, and harder patterns. However, there is always the worry of loss of your expensive pattern plane with every flight, especially if you push your personal envelope of skills. A couple seconds of disorientation could lead to disaster. Fear of a potential wreck may be enough to hold a good pilot back from trying new maneuvers, and becoming a great pilot. When flying my 2 meter pattern plane, it has always been hard for me to get more than 6 practice flights in a day, and usually it is less. For me, simulator practice doesn't replicate the airplanes flight characteristics, or wind conditions very well. I have been flying RC for about 15 years, and pattern since 2011. For several years I have been looking for the perfect practice plane that I could use in place of a pattern plane to get more stick time.



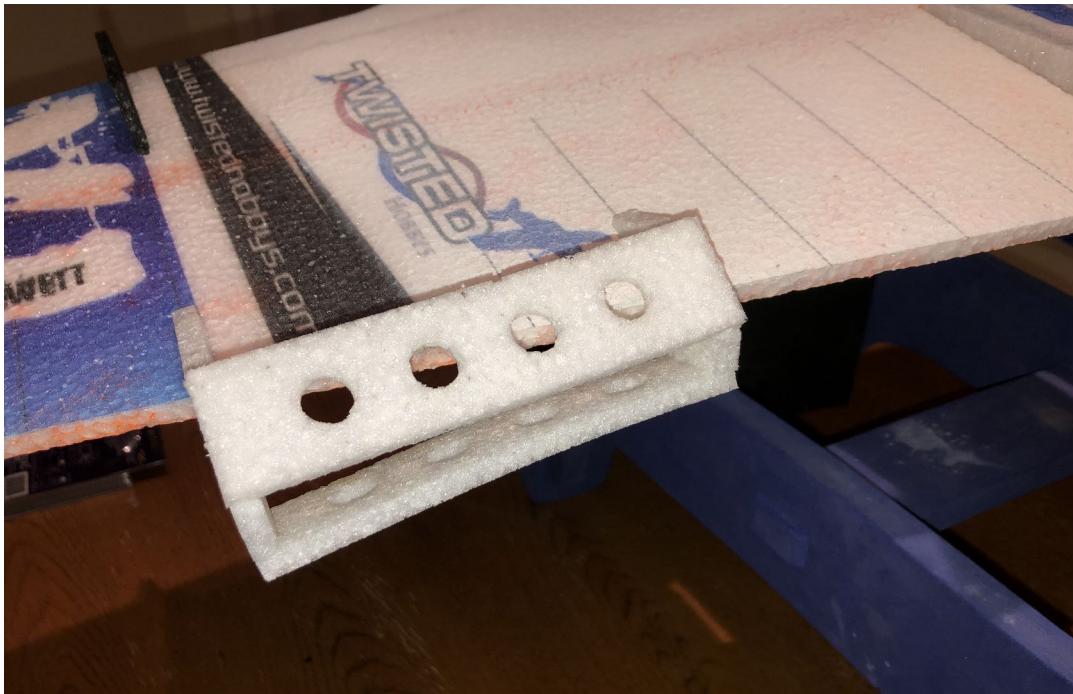
In about 2016 I started with a Klik indoor EPP foamy plane from Twisted Hobbies, built without landing gear. This was great as it flew very slowly even in down lines allowing me to recover from wrong inputs that caused me to dive at the ground at regular intervals. One problem was, the Klik didn't perform very well in wind over 5 mph. This limited the days I could fly the Klik outside, and indoor was not an option for me. The beauty was I could go to an empty park, baseball field or soccer field to fly closer to home, and be back home in a little



more than an hour after 10 flights. I didn't have to go all the way out to the club field. Flying the Klik foamy helped me tremendously despite the limitations. For example, I learned to do rolling circles with the Klik (in combination with a simulator). Eventually, because of this practice, I was able to do a rolling circle with my pattern plane without soiling my underwear.

I started to look for a foamy that could handle more wind as a practice plane. I built a 32" Crack Yak from

Twisted Hobbies. This plane flew much faster than the Klik, but was a little better in the wind. I put some foam drag strips on the aileron trailing edges to help slow the down lines. I noticed that every time I landed it in the grass it flipped over. At that point, I decided to leave the gear off any subsequent foamies, and hand launch since I was flying off grass most of the time.





Next, I built the 39" Crack Yak without gear, and added foam drag strips to the ailerons designed after indoor F3P planes. The drag strips are mounted on foam supports to the aileron trailing edges, and are 5" long by 1 1/4" wide placed mid-aileron, and parallel to the main spar. I cut several holes in the strips with sharpened 3/8" brass tubing. The drag strips are angled to provide maximum drag when the aileron is neutral and decreased drag when the aileron is flexed. After a couple broken props on landing from poor prop clearance, I built up the keel area with some strips of EPP foam. I enlarged the rudder at the bottom to help equalize the rudder surface area above and below the thrust line. These changes virtually eliminated the knife edge roll coupling I had seen in almost all other foamy models, and no more broken props. My theory is the keel enlargement helped balance the canopy in knife edge, and same for the rudder modification.



Recently Twisted Hobbies came out with a 43" Crack Yak, so I got a kit. I like the Crack Yak design due to its boxy nose. It requires less EPP foam to be added to the keel for prop clearance than other foam models. EPP foam is more durable than other types of foam. Extra EPP foam is somewhat hard to come by, but I am always on the lookout for old foamy kits at hobby stores that can be cannibalized for foam parts. I painted the bottom of the wings with acrylic paint using an airbrush to increase visibility. Other modifications were transferred to the 43" Crack Yak including an EPP foam drag strips, T-canalyzer, duct tape on the built up keel, and stab fences which are all non stock. Wing tips were modified to allow for EPP foam fences at the wingtips. The final result was a plane that handles a moderate wind fairly well, and flies for 5 minutes on a 3S 2700 milliamp battery - enough time to fly the FAI F pattern. Have I finally found the perfect pattern plane trainer foamy? Time will tell.

Why was it so important for me to have a pattern practice foamy? The Crack Yak is my simulator. Using the foamy has allowed me to dissect apart complex maneuvers to figure out the control inputs, while still maintaining an element of risk. Risk stimulates the thumbs to remember the correct movement - if that makes any sense. I really don't want to crash the foamy - I can't just push a button and reset, like a simulator - I have to

fix it. But if it does crash it's not such a disaster. In other words, I can take a stick plane in hand, and stick fly while thinking about the inputs required for a rolling looping maneuver, especially the rudder inputs. Then I can throw up the foamy, and practice the maneuver 10 times in a row. While flying the foamy, I try to see where I'm having problems, and then figure out what inputs will fix it. Then I practice with the foamy until I get it or more commonly until I run out of batteries. Once I get the hang of a new maneuver, I move on to the next. Then I start working on memorizing the sequence. During this process I will often try to stand where I have a cross wind blowing in, as this is the hardest for me. That way I can work on wind corrections at the same time. Flying a foamy in wind, you are going to have to learn wind corrections, or the plane will be behind you, or into the next county. I have the foamy trimmed to fly as close as possible to my pattern plane. I have found that most of the skills learned with the foamy will transfer to the pattern plane. Stick time is stick time, and I get more stick time in much less total time with the foamy. When I finally start flying the pattern plane with a new sequence I am not as uptight since I have already flown it many times. My philosophy with anything new is crawl at first, walk next, and then run with it.

This article was submitted recently for the December 2021 edition of the K Factor magazine, publication of the National Society for Radio Control Aerobatics.

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
Chuck Ficken	444-0839	charlesficken65@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.