



The Radio Flyer

The Monthly News Bulletin of the Iowa City Aerohawks Radio Control Flying Club
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The Show Was a GO!

That headline says it all... with half a road available, rain all morning and strong crosswinds forecasted for the day...The Show Was a GO! O.K., I will be the first to admit that I thought for sure it was going to be a bust because of any of the above for mentioned reasons. Was I wrong! What started as a gloomy, overcast, morning filled with a steady drizzle, eventually passed around 10:45. Now for the real fun, trying to get a few hundred



planes setup, fueled up and ready to go. My doubts were still somewhat questioning if even the pools of water on the runway would be dry by 1pm. And so much for the forecasted 8 mph wind from the south that, by Airshow time turned into a 15 mph wind from the east that by shows end, shifted somewhat to the south.

But in perfect, consistent Aerohawk fashion...the day was saved and the show did go on...15 min late, but still did go on. With a few shifts in the program that moved a couple events from the front of the



show towards the end in hopes of that shifting wind allowing us to use the longer runway, only one event was scratched from the show due to the weather...fomie combat. Looking back with the challenges of weather and last minute changes, I was pleasantly surprised to see the show stayed fairly on schedule only ending a little before 5 pm. At 1:15 pm, the introduction music started playing and the Banner Tow planes took off. This was followed by a large crowd of planes taking off for the Parade of Flight which is one of my personal favorites for a few reasons. Pilots get to fly something that might not fit into other events...it gets the crowd and pilots fired up for the days activities... and any doubt about flying in crosswind is quickly put aside after seeing a few fellow club members taking to the sky. It surprises me and its

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Spectators are welcome at the Aerohawks' flying field and clubhouse on Hebl Avenue, west on Melrose, west of HWY 218, on manicured, reclaimed land near the entrance to the Landfill. New members are welcome at any time, at any level of skill.

The Club has an active, free instructional program for beginners. Membership is \$60 annually, and the Club also requires that members volunteer help with work projects from time to time. Members must also join the Academy of Model Aeronautics, (the Iowa City Aerohawks are Chapter 824).



enjoyable to watch a pilot that, on a normal club night with these winds might not want to fly “just incase”, but the day of the show is flying laps around the field.

Continuing on with a Bud Drop, Tim Saylor placed the six pack from an altitude of 375’ (according to his telemetry) right in front of the pits, show center. The best “on-target” drop to date. Since we are on the subject of “on-target” drops, Roger Schultz gave Tim a run for his money with two Candy Drops perfectly placed at the south side of our field. Even though Tim was able to gauge the winds perfectly, the WWI planes had a

slightly harder time. Scale WWI planes would have to be at the top of the list as one of the harder planes to fly in general, yet even harder with any wind. But our pilots pushed on with a great flight. Speaking of great flights, Abdul Alfawaz Beast scale, size and stunts took the crowd's attention during his routine. Abdul was able to add smoke to his plane leading up to the days prior to Airshow just to add that extra pop.

One of the memorable flight in this year's Airshow was to see George Carsner's B-17 fly its Airshow debut. Twenty plus years in the making, it almost did not get off the ground. As in every show, Murphy's law shows up. After two pre-flights and getting ready to start the B-17 named “Frankenstein's Monster”, powering up on the taxiway, the right aileron went full deflection down. After tracking down a loose connection at the receiver (“phew”) and a shaky takeoff because the No.3 engine would run full throttle (a reduced power takeoff), she took to the air and completed a few show passes with some great photo shots.



Which brings me to another mentionable flight...or should I say a WIN by Lizzie Peters in the Limbo Contest. Seriously, she soloed last year, first time in the event, going against over 50+ years of experienced fliers combined...WAY TO GO LIZZIE !!! But lookout, you now have a target on your back as the one to beat next year. The only thing that might have come close to Lizzie's 1st Place performance would be the full power head on pole hit by John Heise. This is the only time someone has taken out the pole. Needless to say that there was not much left of the plane. Thank goodness we had all cleared that height.



That brings us to WWII Tribute with a P-51, Corsair, Spitfire and a P-47 taking to the skies. There was supposed to also be a Lysander to join the tribute but unfortunately Tom did not get the change in events and was overheard asking “...so when is the Giant WWII flyby...” about 1 minute after the planes had all landed. This is another of my favorite events with the sound and scale of the planes going by. Unfortunately, Tim lost his Spitfire after an engine failure in the worst position...down wind, low pass...only to have it strike a well pipe.

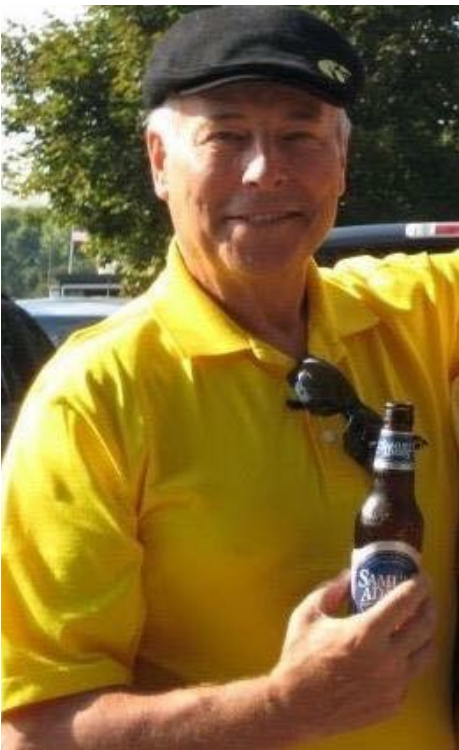
Lets not forget the “bookend” of every show, the Main Event. It has been said that it is very hard to have a midair collision. I know in the years that I’ve been an Aerohawk, its a rare sight. But this year we didn't just have one but we had two with the second midair involving three planes. Matt Rosendahl and myself ran into each other hard enough that there was nothing to do but watch the pieces fall to the ground. Thinking that this is what the crowd came out to see...just a little carnage...we were soon outdone by Mike VeDepo, Aaron



Heise and Andy Robbins who (and I’ve been told the story twice and still don't understand it completely... kinda like the Kennedy “magic bullet”) some how bouncing off each other like a pinball machine were able to take out Andy and Aaron’s plane while Mike safely dead-sticked his plane back to the runway. That was probably the loudest cheer/moan from the crowd I have ever heard.

With one of the more challenging Airshows, mainly due to the weather, the show truly was a success for everyone. I know I say it to much, but...we have an amazing club, only due to the fact that we have even more amazing club members! THANK YOU again, to everyone for all there hard work!

The Emcee For You & Me



It goes without saying that the past 20+ years of Airshows would not have had the level of organization, style, class, and flare if it wasn't for our very own Rich VeDepo. Believe it or not, as I’m writing this, I had to stop and organize my praises for Rich...because he truly does SO MUCH!

Besides the organizing of the Swap Meet and Holiday Party festivities and awards, obviously the Airshow Emcee gig is what he is known for. At the surface, you see a guy going through his script, cueing prearranged introductions followed by specifically tailored music to fit each event...and if that’s not enough, Rich has to fill those awkward moments of no planes flying with factoids that he has collected about a plane because an engine won’t start or a pilot wasn’t ready for the event. But that would only be the tip of the iceberg.

A couple of us guesstimated some facts (oxymoron...I know) about what Rich does to organize the show...so if I’m off Rich, please forgive me;

-Based on emails sent starting in May...Rich has sent out over 250+ emails/texts asking what pilots want to fly in, confirming events, planes to be flown, music to be used, facts about planes and

revisions to the above for mentioned.

-Based on the above emails and what it would take to revise, pick and the amount of music...Rich has spent over 20+ hours choosing, splicing and modifying music for approx. 30 music cues

-Based on reading through his script of prearranged introductions...Rich has spent over 30+ hours writing, recording, rerecording and editing the introductions for approx. 26 events

-Based on "Schedule of Events" revisions...Rich has spent over 15+ hours laying out the list of event to suit the pilots and keep the crowd entertained

Rich, I know there is a lot more to mention, so forgive me if I have missed anything. I doubt anyone truly knows what you do to produce a 3-1/2 hour show and then emcee it...maybe the best source of truly knowing what it takes would be Ginger...who we, as a club, are grateful that she lets us borrow you for 2+ months getting ready for the show!

Rich, THANK YOU for producing an awesome Airshow !!!

(did I mention that he also needed to have 9 planes test flown and ready to go for Mike to fly!)



Iowa City Aerohawks General Meeting August 1st, 2017

Due to no one taking Minutes at the meeting, I had to guess...This is how I thought the meeting went!

Meeting brought to order by President Dave Petsel @ 7:00 PM (give or take :05 min)

Treasurers report from – Lance Meyer

Motion to accept – someone thinking of buying a new plane

2nd – someone trying to figure out how to hid the true price of that plane

Accepted

Dave asked if any changes to the month's minutes.

Motion to accept – someone who actually read the Radio Flyer

2nd – someone who asked what was in the last issue of the Radio Flyer

Accepted

OLD BUSINESS and NEW BUSINESS discussed in length!

Meeting adjourned @ 8:22PM (give or take :30 min)

Motion to accept – someone who is hungry and wanting to go to dinner

2nd – someone wanting to go to Cactus but then changed to Flanagan's

Accepted



The TRUE Airshow Hero's

So who are the TRUE Airshow Hero's? Without a doubt, its those who donate their time to prepare the field the Saturday before, the guys that sit at the top of the road nowhere near the show itself to make sure traffic gets to the show safe and quick. It's the guys that park cars for 3+ hours to make sure we can accommodate as many spectators as possible and those that help out during the whole show in the concession stand so that we can clear a profit along with the club members that are selling raffle tickets to do the same. It's the club member and his family sitting offsite at a pancake breakfast handing out fliers to come to our show and the pilots that chose to steep back and help organize the flight line vs. flying in the show.

It's a dangerous thing to try to make sure I name everyone by name...but I truly know it's important to try to get it right because if it wasn't for those who help out behind the scenes, the show would be a flop...so, I would like to apologize now if I miss a name or two, but be sure, the Aerohawks are very thankful for all your help.

With SERTOMA going on the same day as the Airshow, it was thought that this would be a great way to cross advertise and SERTOMA was willing to let us setup a table to do just that. Charlie Bray, his wife Jenann and kids sat for a good portion of the morning promoting our show and handing out fliers...we truly believe that this brought out a good portion of those in attendance, especially with the weather.



So, now that we have a crowd on their way to the field, what do we do with only one lane of traffic available...in comes Dion Daubenmier and Scott Medeford who spent the entirety of the show maintaining a steady flow of traffic without a single incident. It was great that towards the end of the day Ron Hopping and Lance Meyer were able to take over and get the flow of traffic going the other way.

With a steady stream of cars reaching our front gates, the team of Kevin Malamphy, Steve and Shawn Linn, John Fordice and Tom Webber took over. Getting cars to listen and line up is a task I would not like to try, especially with the constraints of no lower gate this year.

Now that we have the crowd in place and almost 4 hrs of show in place...how do we keep them there? Food and drink (I suggest beer as an option for next years menu)! With Mary Curtis and Trish Schultz leading the group, the concession stand was filled with club members and spouses including Gary Bernabe, Joe Stramaglia, Debbie Malamphy, Bob and Shelley Goffstein, Larry Bailey, Gerald Hollander and Dennis and Shirley Dillon. This is one of our most profitable areas in any event we put on during the season, so PLEASE, if you ever have time...help out in the concession area.

Pork burger and pop in hand, the last thing to do as a spectator is sign up for the raffle. This being our second biggest profit maker, was looked after by Jeff Phillips during the entirety of the show. Jeff was able to take a few breaks with Ron Hopping and Ginger VeDepo helping out from time to time.

But for two pilots, John Young and Joe Shurson, the flight line and pits was their home for the day. As our two Pit Bosses insured that everyone was at the ready, and if not, you would be on the receiving end of a stern stare...which I received on a few occasions.

Oh, and by the way...you might be asking who made Rich sound so good and how every audio cue was meet without flaw...well, that was because Lewis Seaba was on the audio board. Lewis spent a ton of time ensuring the equipment was ready to go come Airshow day!

Once again...THANK YOU to all those who helped out to make this another great Airshow!!!

September 2017

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30

October 2017

SUN	MON	TUE	WED	THU	FRI	SAT
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

Don't forget that the **first Tuesday** of the month is the General Membership Meeting and the **third Tuesday** of the month is the Officers Meeting at the **Field Club House!!!**

Club night is **every Thursday night**... "what is club night?" you may ask... well, its the night we all like to get together fly and grill out at the Club! Bring a dish to share!

2017 Event Calendar

September/October
FUN FLY

Mid October
Float Fly

December 14th
Tentative Holiday Party

January 1st
New Year's Chili Fun Fly



FUN FLY is a FOR SURE

With the Airshow over and the end of the regular flying season a few months away, it's time for the biennial FUN FLY! We will be talking at the next General Membership Meeting on picking a date and event to be followed up in a future email to all club members! This is an event YOU HAVE TO SEE !!!