

The Seminole Flyer

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Academy of Model
Aeronautics
AMA Charter #216, 1969-2008



"The Seminole Flyer" is a publication of the Seminole Radio Control Club of Tallahassee, Florida

JUNE 2008

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Letter from the Editor- Stephen Warmath

One thing about being a Newsletter editor, one is bound to pen a gaff or two along the way. To correct a recent such gaff, in giving credit to one of our Club members who has done a lot of work to improve our facilities, I mistakenly listed David Mills name as "Miller". Sorry about that. David, (far right) and his trusty helpers, John Saddler (left) and Brian Campbell were seen recently installing the new fence line posts. Thanks guys for all the hard work.

Two photo galleries are included this month as May was a busy Club activity month. For June, we feature in our **Pilot Briefing- Rick Sunderland**. They say takeoffs are optional, but landings are mandatory. A short article on landing aerodynamics and info to help smooth out those landings is offered in **Landing Tips**. **Sneak Peek** offers an overview of an electric DF L-39. Happy Building and Flying- Steve :o)



Photo Gallery- AIRFEST May 17-18, 2008

Photos by Steve Warmath/ David Mills



Photo Gallery- Flying for a Cure May 24, 2008

Photos by David Mills/ Tallahassee Democrat



Chief Pilot- Shannon Black

Wow. Another month is gone, and we're almost at the halfway point for the year. We're well into the heart of the flying season now, so we just have to contend with the heat. The second set of Fun Fly events took place with no major issues. Every one who has been participating has been having a great time with these events. Remember, it is not too late for you to start participating. The planes build quickly and are pretty inexpensive. Grab one and head on out to the field on June 7th.

Air Fest 2008 went very well. I'd like to thank everyone who helped out and spent some time at the display booth, as well as all those who assisted with set-up and by displaying their planes. The public response was great, and we were able to introduce the hobby to a lot of newcomers. Speaking of events, the Flying For a Cure event went great (from what I hear). Thanks again to everyone for making this event such a success. Thanks also go out to Frank Bastos and Hobby Town USA for the donations of all of those great prizes.

On a little more personal note, I learned a very valuable lesson yesterday that I would like to share. Most of us know that our planes vibrate, and most of us know to use a thread locker where ever a metal to metal fastener is used. But, how often do we check these connections once they are made? While flying yesterday, the servo arm screw backed out of the throttle servo on my Pitts Python. This resulted in a loss of throttle control and a dead stick landing into a tree. (See the attached photo). Fortunately, the plane survived without damage. This could have been a disastrous event though, caused by one screw. Every screw and bolt on this plane received thread locker when it was built, but I'm ashamed to say that I have not checked this screw since the plane was built. I'm willing to bet that many of us trust that everything is tight without actually checking it. I was lucky that no one was hurt and that I didn't lose a great airplane. You can bet that I will be re-checking every screw and bolt on a regular basis from now on. I encourage all of you to do the same.



See ya at the field.

Club Calendar

June

- 5- Club Meeting at the Field 7:00 pm
- 7- Fun Fly Series- #3

July

- 3- Club Meeting at the Field 7:00 pm
- 5- Fun Fly Series- #4

August

- 7- Club Meeting at the Field 7:00 pm
- 9- Fun Fly Series- #5

September

- 4- Club Meeting at the Field 7:00 pm
- 6- Fun Fly Series- #6



October

- 2- Club Meeting at Grace Lutheran Church. 7:30 pm.
- 4- Fun Fly Series- #7

November

- 6- Club Meeting at Grace Lutheran Church. 7:30 pm.
- 8- Fun Fly Series- #8

December

- 4- Club Meeting at Grace Lutheran Church. 7:30 pm.

Chief Copilot- Mike Atkinson

Upcoming AMA Regional Events

Gateway RC Summer Swap Meet and Fly In

FL
6/07/08 - Jacksonville, FL (C) Gateway RC Summer Swap Meet and Fly In. Site: Club Field. John Lake Jr CD, 3417 vacuna Road Kingsland GA 31548 PH:912-673-6713 email: theranger545@tds.net. Visit www.gatewayrc.org. Free admission, no charge to set up, landing fee \$5, RV parking available no hookups, concession stand open and lunch available. Sponsor: GATEWAY RADIO CONTROL CLUB

Peach Pattern Classic

GA
6/07/08-6/08/08 - Andersonville GA (AA) Peach Pattern Classic for 401, 402, 403, 404, 406(O). Site: Mac Hodges Field. Emory Schroeter CD, 800 Springer Dr Griffin GA 30224 PH:770-467-0221 email: rcaerobot@bellsouth.net. Sponsor: FLYING GRIFFINS

Hotlanta Senior Pattern Contest

GA
06/07/08-06/08/08 - Dallas, GA (C) Hotlanta Senior Pattern Contest. Site: Club Field. John Baxter Jr CD, 55 Independence Ave Dallas GA 30132 PH:770-917-1915 e-mail rjbaxter2@comcast.net . Come fly in one of the biggest SPA contest of the year. Sponsor: PAULDING COUNTY MODEL AVIATION

Warbirds Over Georgia Giant Scale Fly In

GA
06/13/08-06/14-08 - Andersonville, GA (C) Warbirds Over Georgia Giant Scale Fly In. Site: Hodges Hobbies. Chris Joiner CD, Box 4469 Columbus GA 31914-0469 PH:706-327-4909 e-mail: giantwarbirds@hotmail.com . Restricted to giant scale warbirds only. 80"/60" rules apply. 9AM to 5PM daily. Entry fee \$15, concessions available. Friday evening dinner (extra fee). Primitive RV parking. See www.giantwarbirds.org for more info. Sponsor: GIANT SCALE WARBIRDS ASSN/HODGES HOBBIES

Tom McLaughlan Fiesta of Five Flags Event

FL
6/14/08-6/15/08 - Pensacola, FL (AAA) Tom McLaughlan Fiesta of Five Flags Event for 101, 102-103, 104-105, 101C, 102-103C, 104-105C, 120, 122, 124, 128, 140, 142, 150, 151, 152, 153, 154, 155(JSO). Site: Navy Spencer Field. George White CD, 5928 Hermitage Dr Pensacola FL 32504 PH: 850-473-0866 email: white76@cox.net. Visit www.pensacolafreeflight.org. This is an NC contest; also Nos Gas and Sam OT Gas, OT Rubber, and FAC events plus Classic Towline Glider. Sponsor: PENSACOLA FREE FLIGHT TEAM

Multis Over McDonough

GA
6/14/08-6/15/08 - McDonough, GA (C) Multis Over McDonough. Site: Club Field. Robby CD, 595-C N. Pinecrest Rd Bolingbrook IL 60440 PH:630-972-2200 email: mopar@digisplay.com. Visit www.floralspot.com/mcdonough. Any type, any size, scale or non scale, two or more power plants required. Sponsor: HENRY COUNTY RC

TC3D

FL

6/21/08-6/22/08 - Riverview, FL (C) TC3D. Site: Club Field. John Clark CD, 4212 Lakewood Dr Seffner FL 33584
PH:813-426-3481 email: clarkj@tampabay.rr.com. Visit www.triplecreekrc.com. Giant Scale 3D Flyin, prizes, pilot dinner, night fly, dry camping, spectators free. Sponsor: TRIPLE CREEK RC

June FAC Contest

GA

6/21/08 - Whitesburg, GA (A) June FAC Contest for 501, 503(JSO). Site: NG Turf Farm. Frank Hodson CD, PH:770-461-9870 email: fhodson@bellsouth.net. Visit www.thermalthumbers.com. Sponsor: TTOMA

Chief Treasurer- Sam Varn

Editor's Note: The Treasurer's report is published for Members only. The public version of the Newsletter does not include account balances.

May was an exciting month in more ways than one for the club and me. It all started when I went to work to line up insurance for the EAA Air Fest. After sending in my forms and check to AMA, I was informed by their helpful staff that they couldn't insure us this year. Upon further discussion, they informed me they had never received our payment for renewing our Charter! With no Charter, not only could we not get event insurance, but our main insurance also lapsed! I quickly surmised that this is not a good thing. It seems that the check that Shannon had mailed had never found it's way to them and I guess they don't bother to let anyone know when your charter and therefore insurance coverage has lapsed. Not good customer service in my humble opinion. So I gave them my credit card on the phone, filled out some forms they faxed to me and took care of everything on the spot. Crisis averted! Now that we were legitimate again, they graciously allowed me to send them more money to cover our backsides for the EAA event. Whew! It was an interesting afternoon to say the least.

Which brings me to the Treasurer's Report and the fact that I'll be telling you that you paid me \$95.61 for paying the AMA charter fee and registered postage to BE SURE they received the check for the EAA event. Along with that expense, we paid Dave Mills a whopping \$20 for mower fuel. The big winner (at least in terms of reimbursements) was Joe Satterwhite. Joe burned up his credit card for fertilizer to the tune of \$162.03. I'll bet the grass appreciated it. Now if they could just get a regular drink of water all those little blades would be real happy. But then we'd just have to spoil their party by mowing them down every week. You just can't win if you're a blade of grass around our field, I guess.

As far as income is concerned, we didn't have any new members to add to the treasury but we did end up netting about \$16 (woo-hoo!) after our last Meet & Eat. I reimbursed Frank \$49 for food expenses and we took in \$75 including a couple of generous souls that paid a little more than required. Remember, \$2 for a dog, chips and drink or \$3 for all you can eat. What a deal. But please bring \$1 bills this month. I could use the change!

The biggest news on the income side is of course the highly successful Fly for a Cure Fly-in. We took in a grand total of **\$1,162.87** and after all food expenses were paid, we ended up with a net income of **\$1000.48** to donate to the American Cancer Society. Outstanding! That's more than twice the \$447 we raised last year! Great job by all involved.

So with that said, here's our monthly numbers:

Petty cash - \$0.00	Premier checking - \$0.00	Capital City checking - \$0.00
Savings - \$0.00	CD - \$0.00	
Total funds - \$0.00		

This does NOT reflect any contribution to the American Cancer Society. I typically do not write that check until after the report at the meeting.

Last and certainly not least, I need to once again remind everyone that **DUES ARE DUE** at the end of this month. **ALL MEMBERSHIPS EXPIRE on June 30.** Please renew NOW so I don't have to pester everyone. I hope to send out email notices very, very soon. Please watch for them and you can pay us using PayPal again this year. It just doesn't get any easier than that!

That's all for now.
Sam

Chief Scribe- Steve Warmath

Visitor/ New member Introductions- None

The meeting was called to order at 7:05 pm Thursday May 1, 2008.
A request for a motion to accept the Secretary's April meeting minutes was made, seconded and passed.

Treasurer's Report- Sam read off the updated numbers from our accounts. He announced that our CD was about to mature and that he would look around for reinvestment rates. On an 11-month CD, we earned around \$400.00 in interest. The Club netted around \$25.00 at the last meeting on food sales. Expenses ran around \$70.00. It was noted that we are covering our costs. Sam thanked Marvin McRae for doing the cooking tonight.

A motion was made to accept the Treasurer's report, seconded and passed.

Old Business-

- Flying for a Cure event was scheduled for May 24th. Shannon noted that it was Memorial Day weekend and asked the members for a consensus on rescheduling the event due to the holiday. After some discussion, it was determined to not change the date.
- The access road still needs to be graded. Mike Atkinson will contact the County to request this work be done.
- The front fence at the gate had been torn down again. It was probably done by someone fishing at the pond and got locked in.
- The old bleachers were removed due to the poor condition of the structure. The County was contacted and they donated a set of aluminum bleachers to the club. Steve Warmath said he would send a thank you letter on behalf of the Club to Pat Plocek, Director Leon County Parks and Recreation.
- Shannon gave participants at the April Fun Fly thanks for turning out for the event despite the marginal weather.
- Mike Atkinson said the school demos were going well. Medart Elementary was the 22nd., Shadeville the 29th., Southwoodstock the 26th and Crawfordville was coming up next Tuesday.
- Jeff Owens noted Airfest was coming up May 17,18. Set up will be on Friday afternoon. Shannon will send out an e-mail to everyone for a response on who will be attending on which days. There will be more aircraft this year. The P-51 and AT-6 will return.
- Gordie Meade reiterated the one exception to the rule about flying past the fence line over the pond while making an approach for landing to the North. (See May newsletter minutes).
- Field weed & feed was brought up, but timeframe was unknown as Joe Satterwhite (Field Marshall) was not present.
- John Hall requested Flyers for the Flying for a Cure Event that could be passed out at AIRFEST. Shannon said he would have some copied.
- Mike brought up ordering T-shirts and hats with updated Club Logo through AMA. Sam said he would e-mail Mike some ideas for hats.

New Business-

- Jeff Owens announced the web site had been shut down due to the large amount of disk space consumed on the server (100Mb limit). Nettally would give us another 100Mb for \$10.00 per month.

It was decided to take the video file off the site and purge files to stay below the 100 Mb limit. The video could be put on You-Tube with a link from the website.

- Shannon informed the Club members that long time member Gerald Meyers had passed away. He was cremated and his ashes were spread at the field in a small memorial service. It was suggested the Club in some way recognize all our members who pass on with a memorial plaque. Sam to investigate options in aluminum, bronze or something long lasting. Names could be added as members leave us. Sam will report back to the members with some specific recommendations.
- Shannon announced that Chris Bailey (Vice President) was leaving the Club to pursue a job as a Civilian Contractor to teach military personnel how to fly Remote Piloted Vehicles. He will start his training in about a month in Arizona. This will leave a vacancy in the Chief Copilot slot. Shannon asked for anyone interested in filling the spot to let him know. Mike Atkinson said he would take the position.
- Don Dodson had inquired with Talquin Electric about costs associated with bringing power to the field. There would be a \$250.00 deposit, a \$25.00 user fee with a minimum monthly charge of \$20.00. A meter box will have to be set and we will probably need County approval. Don said he would do a little more research and report back. Sam noted that the timing was important for cash flow. He said in about 40 days things would be better with dues starting to come in June.
- Dave Sellars to contact the Sharp's about a 9:00 am start for the Flying for a Cure event.

Announcements- The two Fun Fly Events (series #2) were drawn from a hat. They will be:

1. Climb and Spin. (15 sec to climb, most number of spins without crashing)
2. Timed flight. A random time limit will be given to each pilot. Flight timed from take-off to landing. Closest to time assigned wins.

Gordie Meade will be Contest Director.

With no additional business, the meeting was adjourned and flying resumed at 7:50 pm.

PILOT BRIEFING- Rick Sunderland

Where are you from?

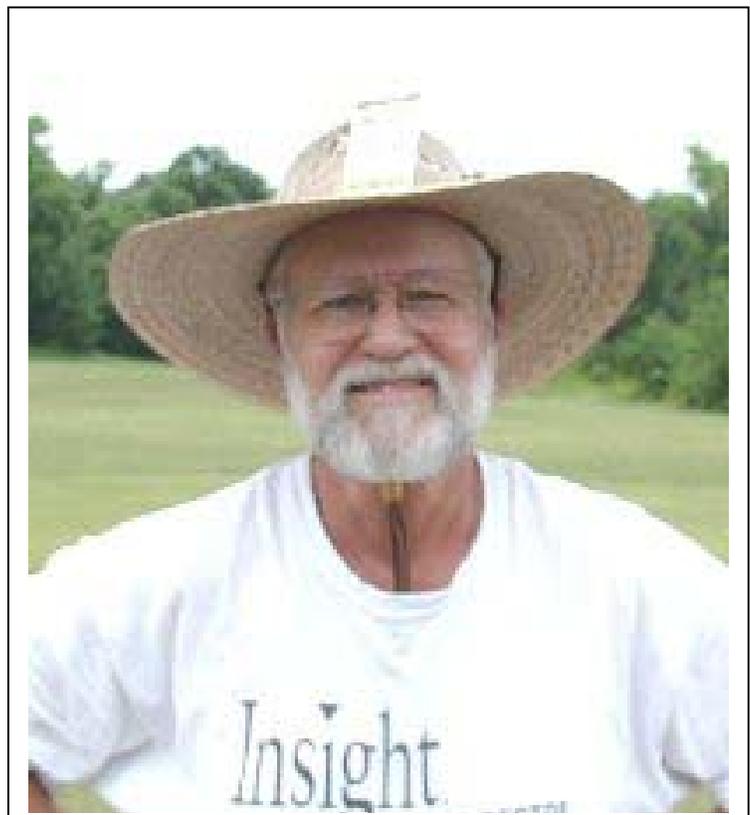
I grew up in Keystone Heights, which is just outside of Gainesville. I attended the University of Florida then spent four years in the Navy (1965-1969). I worked for the J C Penny Company in Palatka, Florida and they transferred me to Tallahassee. I decided that I would rather work in data processing and attended TCC to learn about computers. I got a job with the state and worked for 35 years as a computer programmer analyst.

What do you do for a living?

I am now retired.

How did you get started in radio control?

As a kid I built control line models. After moving to Tallahassee I heard about the local RC club and after a couple of visits to watch them fly I had to have a radio and plane. My first plane was a low wing RCM Sportster. I was not a good student. Gordie is the only club member left who helped me learn to fly.



What do you like best about the hobby?

Keeps me out of trouble and off the streets at night.

What models do you have or would like to have? What are your favorites and why?

I like gliders, pattern, and scale. I have three gliders, one pattern, one scale, and three sport models. I would like to have a new pattern plane and a new glider etc.

Other than just enjoying the hobby, are there any skills or maneuvers you are working on or want to master?

I always enjoy the hobby and continue to work on my soaring and aerobatic skills.

Is there anyone in particular who has influenced your participation in the hobby?

Gordie Meade, Jeff Owens, Ed Budzyna and Kenny Harper.

Landing Tips Written by: Dr. Bob Motazed

Pilots are usually judged on how well they land, which requires a special finesse that takes time to master. This finesse comes from developing a feel for the landing sequence. In part, developing this feel comes from better understanding the aerodynamics involved with landing. So in this section I'll go into a bit more detail about aerodynamics. Then I'll explore different techniques that will help you smooth out your landings, including how to correct common landing problems.

Ground Effect. When an airplane approaches the ground a new aerodynamic factor comes into play. This new factor is called ground effect, and its location is within a wingspan above the ground. When an airplane flies in ground effect, two aerodynamic changes occur. The first is an increase in total lift. The second is a decrease in drag. Together these characteristics allow the airplane to fly farther at a given airspeed along the ground, decreasing tremendously the stall speed. This effect allows your airplane to continue to fly at speeds that would normally cause it to stall at higher altitudes. Following a gentle descent on final approach, your model airplane will enter ground effect after you've begun a gradual round out to about one or two feet. You'll need to apply only a little up-elevator to maintain this altitude, probably less than you needed to begin the round out. If you apply too much up-elevator, the increase in lift that follows can launch your airplane into an area of less lift above ground effect. This phenomenon, called ballooning, can cause your plane to stall very quickly. Enter the ground effect zone cautiously and at a lower airspeed. Once in it, remember that to continue flying at a level altitude you will need less lift, which means less up-elevator. As your plane begins to slow down, gradually increase the amount of up-elevator to provide just enough lift to maintain a level altitude. Your airplane will seem as if it can float forever, but don't forget to keep the wings level (More lift!). With the airplane slowing down even further, the effective airflow will decrease, making the controls feel "mushy." This is a signal that a stall is imminent, and you should prepare for the final descent of your airplane, which will occur shortly thereafter because of the anticipated stall, decreased elevator effectiveness, or both. At this point, give immediate up-elevator to provide the final amount of lift needed to touch down softly on the runway. Since the controls are mushy, you may need a lot of up-elevator to obtain the proper angle of attack for a gentle flare. In some models, even full up-elevator doesn't provide enough control to soften the landing. In these cases, one or two notches of throttle above idle can provide for enough flow over the elevator to effectively raise the nose. Apply this throttle when the airplane begins its final and short descent. With practice, you can make smooth, mains-first landings. Once on the ground, hold up-elevator until the airplane slows down. The nose wheel will gradually come down and meet the runway. This really "wows" them at the airfield, and it will translate into more points at the pattern contests in your future.

Crosswind Landings. You'll need to make only slight changes when landing with a crosswind. As I discussed in the last chapter, you must first establish a crab angle to compensate for the wind. When you

are landing any airplane that weighs less than six or seven pounds, you may continue this crab angle all of the way to touchdown. You perform everything as you would on a normal landing as long as the crosswind is no more than five to 10 mph. With a high lift wing, land directly into the wind to prevent possible upsets. If your airplane is equipped with ailerons, and if the wind permits, make an aileron turn into the wind upon touchdown. This is the same deflection that was used when practicing ground handling and crosswind takeoffs. For example, the crosswind is blowing across the runway from left to right. The crab angle is adjusted to the left, into the wind. Once the airplane touches down and is rolling, give left aileron control to keep the wind from lifting the left wing. From then on, use the techniques I described in the ground handling section of chapter four to taxi your airplane safely to the pit area. When flying heavier airplanes, you must employ a more difficult landing technique. When these airplanes touch down while you are holding a crab angle, their heavier weight can cause the landing gear to bend or even break because of the side loads that are generated. To prevent this you need to employ a slip or cross-control method that uses the ailerons and rudder together, but this is an advanced technique that goes beyond the scope of this article.

Dead-Stick Landings. When an airplane's engine quits, the airplane is referred to as being "dead-stick." You can use one of several techniques to land an airplane after its engine has stopped. Engines most frequently quit on takeoff, usually because of a lean mixture adjustment. When the airplane is level, there is enough fuel flow for the engine to continue running, even if it is lean. Once the nose is raised on takeoff, though, the effects of gravity and acceleration pull the fuel back toward the tank. Without this fuel, the engine can abruptly quit. When this happens, immediately apply down elevator until the airplane is in a slight nose down attitude. This will avoid a stall and will get your plane into a nice glide. You should make a landing straight ahead if the airplane is still below 75 feet. Don't attempt a turn back to the runway if your airplane is at a lower altitude, instead keep the airplane directed into the wind for a slower touchdown. Perform the round out and flare as usual since there's little difference between the way a dead-stick airplane flies and one that is running at idle. You'll probably have to walk some distance to retrieve your plane, but at least it will unlikely be damaged. Now let's assume your airplane has reached a high enough altitude (above 75 feet) to begin a turn to the crosswind leg. You can safely make a turn back toward the runway by using a 270-degree turn toward the landing pattern followed by a 90-degree turn in the opposite direction (this is called a procedure turn). When this turn is made properly, you can bring the airplane into good alignment with the runway. Because it's now flying with the wind, the actual ground speed at landing will be higher than usual, so stay alert. Only use the procedure turn when you're sure your airplane is high enough to make the turn back to the runway safely. If you have even a shred of doubt, land the airplane straight ahead into the wind. In the next example, let's assume the engine quits on the downwind leg. The airplane is usually close to the proper pattern altitude when a turn to the downwind leg is made. To make a dead stick landing from this point, fly the base leg sooner than usual. Then make a turn to final approach that is closer than usual to the touchdown point. Finally, perform a round out and flare into the wind. This will result in a safe dead-stick landing. If the engine quits closer to the end of the downwind leg, make a turn directly to the end of the runway. Similarly, if the engine quits on base, make a small turn. If the engine stops while flying on final approach, land as usual. For the last example, let's assume the airplane is at a higher altitude when the engine stops. Fly the airplane in a large circle over the runway as it descends. When the pattern altitude is reached, fly the plane onto the downwind leg, base leg, and final approach, adjusting your course as needed. The more you fly your airplane, the better your dead-stick landings will become, especially your ability to judge just how far you can fly your plane on the downwind leg before making a turn to base. With experience, and the use of the above techniques, you will eventually start making smooth dead-stick landings.

SNEAK PEEK!

Military Jet Trainer: ElectriFly L-39 Albatros Jet EDF ARF

By Aaron Ham

The Aero L-39 Albatros is one of the most widely used military jet trainers in the world. Developed in the late 1960s in Czechoslovakia as a replacement for the L-29 Delfin, the L-39 is still the primary jet trainer for over 30 different air forces around the world. In addition to being used as a basic and advanced jet trainer, the L-39 has also seen light attack duty. For those who have ever attended the Reno Air Races, there is also a "jet-unlimited" class that features mostly L-39s.



ElectriFly by Great Planes has thankfully produced an L-39 EDF ARF with a much more affordable price tag. Made of lightweight and strong AeroCell foam and powered by an ElectriFly Ammo 20-40-3500 in runner brushless motor turning an ElectriFly HyperFlow fan, this L-39 is sure to please all those with fighter pilot dreams. Included with the kit are the airframe, ducted fan, brushless motor and display stand. Missiles and drop tanks are also included but are intended for display purposes only. While intended for the advanced beginner to intermediate pilot, those with basic assembly skills can have the L-39 ready for flight in one or two evenings.

General Flight Performance

STABILITY The L-39 is rock solid and a dream to fly. It has a smooth and stable flight performance.

TRACKING Just a few clicks of up-elevator trim were needed for straight and level flight.

AEROBATICS Aileron rolls were crisp and axial. I may increase the aileron throw a bit more for quicker roll response. Inverted flight required a bit of forward stick to hold the airplane level. Without a rudder, half rolls to inverted and return need to be done at a moderate rate to keep the L-39 tracking in the same line. Loops need to be done with moderate speed with a steady pull on the elevator and full power once committed to vertical and beyond. As it transitioned to the second half of the loop, pulling the power to 50 percent or less seemed to work best.

GLIDE & STALL PERFORMANCE I pulled the throttle to idle and set up a glide. Surprisingly, the L-39 glides fairly well. When it came time to land, it took me a few attempts to learn the proper descent angle to leave enough elevator throw for a nice touchdown. Come in too steep and you'll run out of elevator; too shallow and you'll need to add power. Quarter throttle with the airplane pointed into the wind allowed a nice controlled descent to a very short belly landing.

Specifications

MODEL L-39 Albatros ARF

MANUFACTURER ElectriFly

DISTRIBUTOR Great Planes

TYPE electric ducted-fan jet

WINGSPAN 25 in.

WING AREA 141 sq. in.

WEIGHT 17.5 oz.

WING LOADING 17.87 oz./sq. ft.

LENGTH 31 in.

RADIO 3-channel

PRICE \$100

Catch the full review in the September 2008 issue of *Backyard Flyer!*

Seminole Radio Control Club Tallahassee, FL

AMA Charter #216, 1969-2008

SRCC Officers

President – **Shannon Black**
Vice President – **Mike Atkinson**
Secretary/ Newsletter Editor – **Stephen Warmath**
Treasurer - **Sam Varn**
Field Marshall – **Joe Satterwhite**
Field Safety Officer- **Gordie Meade**

Field Hours

12 Noon till Dark- These hours apply to **all** aircraft, gas **and** electric.

Training Notes

To schedule a training time contact Mike Atkinson.

Flight Instructors

Mike Atkinson- Primary/ Advanced Flight Instructor (Coordinator)	926-4692
Geoff Lawrence- Primary/ Advanced Flight Instructor	942-9807
John Hall- Primary/ Advanced Helicopter Flight Instructor	893-6457
Jay Leudecke- Primary/ Advanced Helicopter Flight Instructor	508-7135
Jeff Owens- Ground School/ Airworthiness Instructor (Fixed Wing)	894-2504
Frank Bastos- Hobby Town Flight Demonstrator	671-2030

Club Meeting Location and Time

October- March: The regular club meetings are held on the first Thursday of each month at **7:30 PM** at the Grace Lutheran Church on Miccosukee Rd. Head out Miccosukee Rd., cross Capital Circle NE, and the entrance will be the first one on your right. Once you park, follow the sidewalk around the left side of the building and go down the hill. We meet in a room on the first level.

April- September: The regular club meetings are held on the first Thursday of each month at **7:00 PM** at the Flying Field. The Club offers food and drinks for a small charge.

Newsletter Submissions- Submissions are requested to be in M.S. Word format or via e-mail text. Photos should be in .jpg or .tif format. Vector art accepted in Corel, Illustrator and AUTOCAD format. We will, however, accept anything to make it easier for those who wish to contribute. Submissions are due no later than the 23rd of the month. Send your submissions to ssw@nettally.com or by phone, Steve Warmath at 509-0672.

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ap-o-gee (n) - The farthest or highest point; the apex.

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