

The Seminole Flyer



Charter member of the
Academy of Model
Aeronautics since 1969

AMA Charter Club 216



50 Years of Responsible Model Aviation and Community Support

April 2020

Flying at the New Field

SRCC members are taking these uncertain times in stride and getting out to fly whenever they can (practicing social distancing, of course!). For those who haven't been to the new field yet, it feels like Big Sky Country – lots of wide-open space. The runway is long, the trees far away, and the grass is filling in. The flying is good and keeps getting better. Come out and enjoy!



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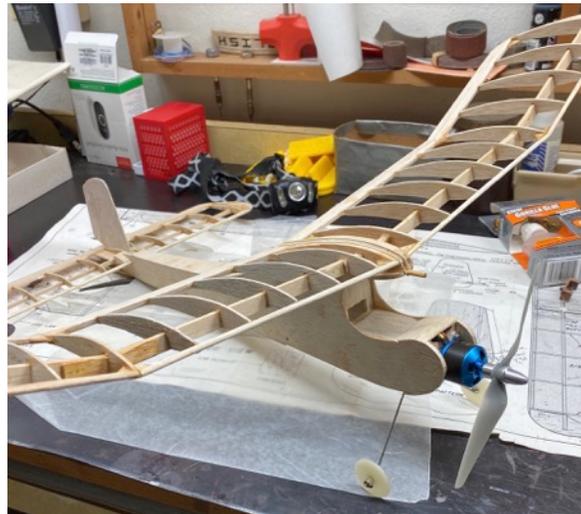
Next Club Meeting

Unknown at this time



Ed Budzyna

With nothing else going on I've been playing with an old antique kit that has been calling out to me. It's a 29" span Midwest Sniffer that I got up at SEFF a few years ago (really a partial kit having but a few parts and the plans.) It's designed as a free flight for Cox .010,,020, or .049 engines. I'm converting it to electric with rudder and elevator control and trying to stuff it all in the tiny fuselage. Covering will be traditional silkspan and dope.



SRCC Members Show and Tell

Mack Harper

Building a "Beaver" from a Guillow kit, rubber powered, 24 in. wingspan - something to do while sheltering at home.



Robert Tilden

Good way to get outside. This is a little early in the blueberry season. Good with pancakes and with cereal.

We flew yesterday too. Just wanted to make sure we were legal.



To see the video I took, copy and paste the following link into your browser:

https://youtu.be/YhPVcRS9G_c





Randy Yarbrough

Lot of work going on in my hanger. My last build was the J3-Piper cub. My Uncle Vernon Thompson that lived in Carrabelle, Florida had a J3 Piper Cub. He used to fly us during our vacations in Carrabelle over to the St. George island and over the Gulf and forest and would let us have some stick time. At least we thought we were flying. Fond memories. Lot of fun to be in the hanger tinkering with my aircraft.



Jim Ogorek and Gordie Meade

Jim:

Had this plane before moving to Tallahassee. Had 2 Magnum 52 four strokes on it.

Thought you might like to share with members.

<https://brodak.com/twin-cross.html>

Gordie:

I built one from a Midwest lit years ago. Had 2 OS 35s and flew very well, even on one engine.

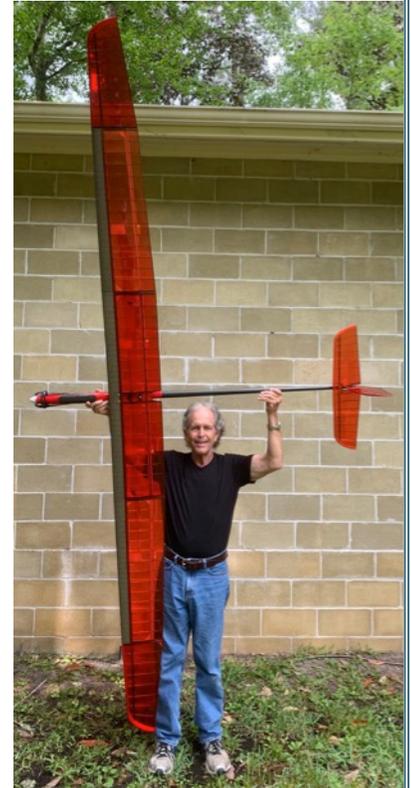


Jay Wiggins

Benita and I are well. We are taking the current virus issues "in stride." We spend a lot of time re-exploring our local rivers in our little 16' skiff. I also spend a good amount of time at the range practicing for my IDPA pistol competitions. Of course, there are no competitions for now.



The attached pics are my current ARF projects. I am close to being finished with my new Esprit Model Pulsar 3.2. It is designed as a thermal duration glider. It is made in the Czech Republic and has the finest craftsmanship of any ARF I've ever purchased. I suspect that I will be more than a little nervous during the maiden.



I am also close to completion of my new Dream-flight Alula-TREK. The Alula is a motor-less, discus launch, slope soaring glider. I am hoping that it will work at our new field on some of those blustery days. The paint job is mine.



I have discovered a cool app for the smart phone. It is the Clinometer by Plaincode. It's \$1.99. It is a simple, sophisticated, spirit level / inclinometer that has all sorts of uses such as setting throws, decalage, incidence, differential, etc. Very cool.

I hope all is well with every one and your families, and that we will soon be able to resume normal lives.

From Geoff Lawrence

To see some awesome footage, copy and paste this link into your browser:
https://www.youtube.com/watch?v=m4wLr8_Kaw4&feature=youtu.be

Theo Titus

You may remember that some time back I purchased a Top Flite ¼ scale Bonanza at one of the club auctions. It sat unattended for about a year before I finally started the update and refurb.



The plane came with 9 servos of 5 different brands running on an old JR radio system so the first order of business was to replace them with newer servos compatible with my Futaba radios. The conversion in the fuselage is complete, the servos in, the linkages connected or replaced and all tested for rotation and throw. Had to program the transmitter for the vee tail and still have a little issue with the nose gear steering. It is on its own servo and runs off the rudder but since the system uses the ruddervator control, it steers on the elevator as well. Not a problem when the gear is up as the control lines go slack when the gear is retracted.



I have pulled the existing air lines out to clean up the tangle and run them straighter from/to their connections so things are in an intermediate state there just now. I found a new, 16-ounce fuel tank that has been installed and plumbed to the fill and feed lines as well as the vents. I expect to get an engine test in the near future. I have added a new battery mount to support a 3600 mAh pack and installed a heavy-duty switch assembly.

Still have not tackled anything in the wing but that should get started soon.

This is still very much a work in progress but the arrow of progress is pointing forward now. Hope to see it fly this summer.

First item was to remove the accumulated dirt dauber nests (plural) and shake all the other loose stuff out of the fuselage. A quick check of the retract indicated they were working pretty well although the air lines needed some attention. I nearly lost my nose one night while testing things when I hooked the air pump directly to the nose gear and gave the pump a big push. The gear came up like a jack-in-the-box right under my nose. The main gear works well when using the tank and operating the control valve.



Jeff Owens

Here are some pictures of various building projects I have going.

1. This is my newest pattern plane - it is a Daddy Rabbit (1968 design) with an OS 61 SF pumped ABC engine.



2. This is a Miss Norway pattern plane (1971 design). I have been carving the cowl - as one can see from the pile of balsa shavings!



3. This is a Joe Bridi Dirty Birdy. All it needs is a bit more sanding and then it will be ready to monokote.



4. This is a Johnny Casburn Little Super Lucky Fly (.45 sized sport plane). It, too, is getting almost to the covering stage.



5. This is an Aeromaster biplane. Fuselage and tail feathers are done. Now I have to build two wings!

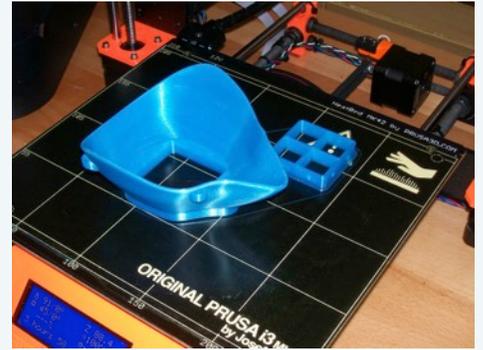


Dan Ouellet

I have been helping TCC with Montana Mask production.

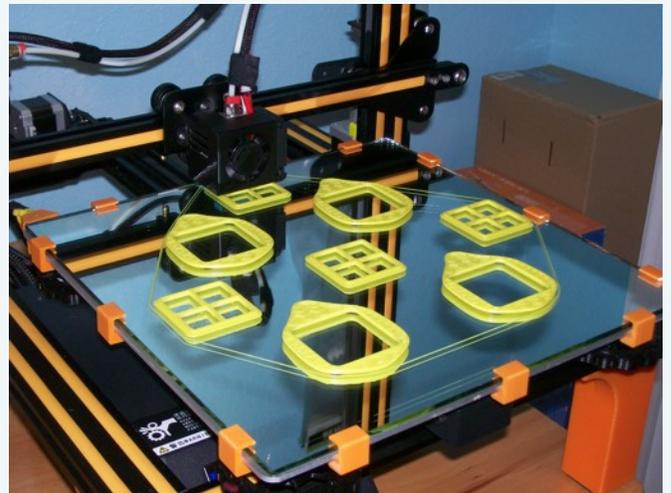
The Montana Mask was designed by a doctor at the University of Montana. It consists of a rigid 3D printed mask that can be sanitized and reused, along with a replaceable filter element. It is currently approved for medical use in five different states.

The mask is pending approval in the State of Florida. Therefore, TCC is supplying the masks to secondary front-line workers in the Big Bend area, such as police officers, sheriff's department, correctional facilities, and emergency responders.



As of this writing, I produced over 110 sets of plastic parts for TCC. This represents over 350 hours of machine print time and more than 5.8 KG of PLA filament.

Mike Vickers of TCC has already picked up 97 so far.



Should any other of our club members wish to help with this effort, I would be happy to coordinate and help them make some of these parts. All they need is at least one 3D printer of suitable size at home and some PLA or PETG filament they would like to donate to TCC.

Editor's Note: Dan's series on 3D Printing Basics - Part 6 will return in the next issue of the newsletter.

President's Update on the New Field

Reprinted from email message sent April 14, 2020:

1. Sam has been given the green light to order the pavilion kit. The cost is a little less than \$7,000.
2. Because of all the personnel issues with the COVID, Leigh has asked the cross-country contractor to give them a quote to erect the pavilion kit rather than having county personnel do it.
3. Today Leigh is cutting a PO to Weston Trawick Electric for the electrical work. His quote is \$18,000.
4. The formal, surveyed, electrical easement that Talquin required from the county to run the service to the field has been completed and signed off. I do not know what Talquin is charging the county to run the service.
5. Talquin now needs a "meter account" before they will start their work. I have a call into Talquin to reinstate our account. That should satisfy them.
6. Recently Tere has had no personnel at our park. There is no COVID associated with the park, but nevertheless, it has created a giant juggling act with staffing. Tere has not been able to maintain the regular mowing schedule. The mowing is being done by a ballpark crew that rotates through all the parks. Between the staffing issues and rain, a regular mowing schedule has become problematic. I offered to have the club help out with the mowing. For now, Tere says no, he is determined to maintain the Tuesday/Friday schedule if he can. He knows that our offer to step up is open. Obviously, topdressing will be delayed.

**Please send news, photos, and suggestions for newsletter features
to me at robin.marcy@gmail.com.**

Seminole Radio Control Club

Tallahassee, FL

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Newsletter Editor	Marcy Driscoll (robin.marcy@gmail.com)

Flight Training

Primary flight training is available by appointment on Saturdays from 10:00 AM until 2:00 PM when the weather is nice and not too breezy. Contact the Training Coordinator or one of the instructors to make an appointment:

Geoff Lawrence 850-591-6879
Jeff Owens 850-545-7482
Bill Ashbaker 850-656-5932

Jim Ogorek 850-766-2477
Mike Atkinson (Tuesday only) 850-251-2694
Troy Emmett (Large Aircraft) 770-546-6199

Field Hours

Electrics/Sailplanes	30 minutes before sunrise until 30 minutes after sunset 7 days/week
Gassers/Nitros	10 AM until 30 minutes after sunset except Sunday Sunday gasser/nitro flying begins at 12:00 PM All gassers and nitros must have a suitable muffler.

The Seminole Flyer is a publication of the Seminole Radio Control Club of Tallahassee, FL. We welcome and encourage items for publishing in The Seminole Flyer. Please submit your suggestions to robin.marcy@gmail.com in Word format. Thank you.

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