

# The *Seminole Flyer*

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Academy of Model  
Aeronautics  
AMA Charter #216, 1969-2009



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

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- Letter from the Editor
- Chief Pilot Report
- Club Calender
- Chief Treasurer Report
- Chief Scribe Report

August 2009

## Letter from the Editor- Michael Hupp

I would like to take a moment to thank all of those who helps put this newsletter together each and every month. I am constantly off and running during the summer months and sometimes do not have the time to hunt down everything I need to get the newsletter to the standard that I would like and that is why I am glad we have a core group of guys that are as passionate about making YOUR newsletter the best it can be every month. Keep the articles coming and I will do my best to get them posted in each new edition. Off and Running - The Editor



## Chief Pilot - Mike Atkinson

The wheels of progress have started into motion, once again. As of this week, the runway has been leveled and sanded. Mike Kinsey tells me that things are looking very good in that respect. With the recent rain, it shouldn't take long for the grass to catch up and fill our runway again. Please be careful with the runway until the grass comes in.



We'll be posting the dates for the upcoming Cross-Country events very soon. These will require closure of the airfield for the morning and part of the afternoon on those days.

At this point, there are only 4 events scheduled this year. Our only conflict was December 5th. That was originally scheduled for our warbird fly-in. We've decided to change it to Sunday, December 6th. I know many of you attend church services every Sunday, myself included, but I'll be able to make it out there by about noon. There were no other conflicts with our planned activities. Soon, we'll be posting a warning sign along the running course as runners enter our flying space. While it won't completely stop them from running while we're there, it will at least give them a warning of overhead aircraft.

I'm in the process of setting up an RC flying demonstration at Southwood. I was contacted by the organizing staff to have the club present a "Wings over Southwood" event. Geoff Lawrence and I went out to view the area. There should be plenty of room for a quality airshow, while still maintaining an adequate safety area for spectators. They want us to perform for about 3 hours. It's stuff like this in the community that we need to pursue to keep our hobby in the spotlight. I'll send out a notice as soon as I get a date scheduled. We'd like to limit participation to intermediate and advanced pilots due to safety concerns.

Finally, I'm sad to report that Lake Surovec has been sold. It was probably the best float-flying facility around, but we'll have to find an alternative sight. There is a possibility someone outside of Madison may have a location for us. If we can work something out with the Madison club, I'm hoping to put together a joint venture fly-in before the end of the fall. If anyone else has additional recommendations for a replacement pond, let me know and I'll check it out.

Don't for the meeting this week at the field.

Happy Flying,  
Michael Atkinson  
President, SRCC



## Upcoming AMA Regional Events

### Pop Purdy's Contest

GA

8/16/09 - Whitesburg, GA (A) Pop Purdy's Contest for Cat III 101C, 102-103C, 104-105C, 124, 130, 140, 142, 160, 161, 162, 501, 503(JSO). Site: NG Turf Farm. Graham Selick CD, 320 Milstone Cir Athens GA 30605 PH:706-548-2873 email: gselick@bellsouth.net. Visit www.thermalthumbers.com. Sponsor: TTOMA

### District V Champs

FL

9/05/09-9/06/09 - Palm Bay, FL (AA) District V Champs for Cat III 101, 102, 103, 104, 105, 101C, 102-103C, 104-105C, 107, 128, 153, 154, 155, 158, 160-161, 501(JSO), 122, 140, 142(J)(SO). Site: Palm Bay Field. Bill Barr CD, 2235 Chinaberry Cir Se Palm Bay FL 32909 PH:321-725-5063 email: bdbarr@strato.net. Sponsor: FLORIDA MODELERS ASSOC

### First Annual Swap Meet

GA

8/15/09 - Moultrie, GA (E) First Annual Swap Meet. Site: Spence Field. For Info: David Warburg PH:229-798-0728 or Betsy Shiver PH:229-985-5322. Adm \$5, tbls \$10, hrs 8am to 5pm. Sponsor: MOULTRIE RADIO CONTROL AIRPLANE CLUB

### Chief Treasurer- Theo Titus

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

#### Checking Accounts

Capital City Bank	\$000.00
Premier Bank	\$000.00

#### Savings Accounts

Capital City Savings	\$000.00
Sun Trust CD	\$000.00

#### Funds for Deposit

\$000.00

#### Cash On Hand

\$000.00

#### Total Assets

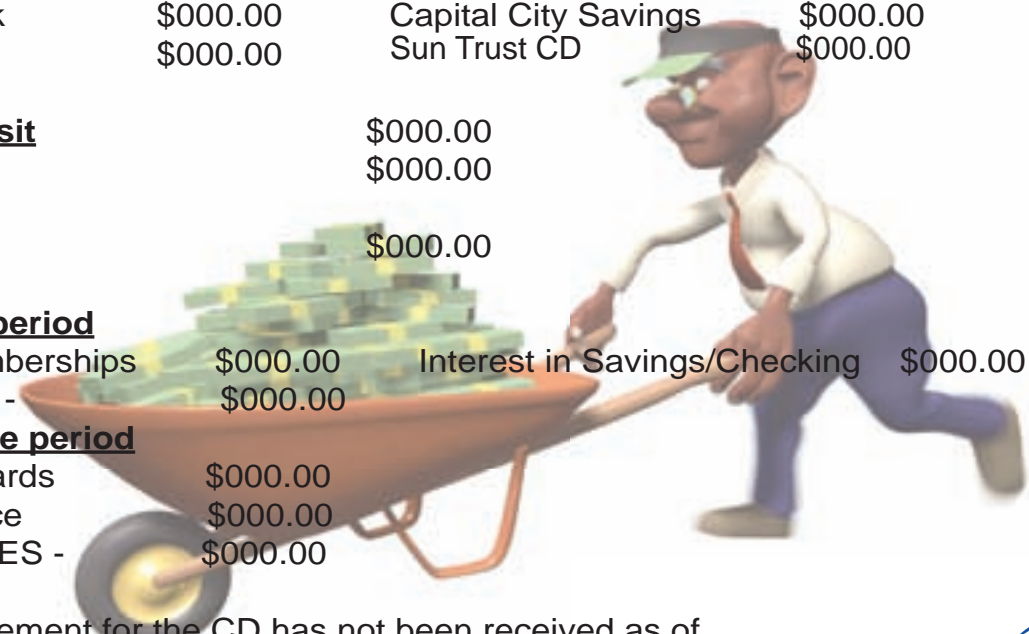
\$000.00

#### Income for the period

Dues / New Memberships	\$000.00	Interest in Savings/Checking	\$000.00
<b>TOTAL INCOME -</b>	<b>\$000.00</b>		

#### Expenses for the period

Plaques and Awards	\$000.00
Field Maintenance	\$000.00
<b>TOTAL EXPENSES -</b>	<b>\$000.00</b>



The monthly statement for the CD has not been received as of this date.



## Chief Treasurer- (cont.)

### From the Treasurer

#### Dues:

Dues have been slow in coming in. We still have more un-renewed members than those who have re-upped with 37 renewals and 43 non-renewals and two honorary members in the “really-really-senior” category. We have had 4 dropouts due to inactivity or moving out of the club area. On the good side, the PayPal renewals are higher than the direct payment renewals.

Please remember, your dues are currently due and those who have NOT paid (including club officers!!!) will go on the NO-FLY list following the August meeting. The members decided at the last meeting to change the gate lock combination this month and only those who have renewed will be given the new combination. Don't get left out!

#### Our CD with Sun Trust Bank:

Our one year CD with Sun Trust Bank will mature on August 15. I have received the notice of automatic roll-over which states that the note will roll over automatically after a ten day period if we do not elect to withdraw. The rates have not been disclosed so I will have to find out what the renewal rate will be early this week. I hope to have better information at the meeting. Please see the Treasurer's Report for the projected redemption amount.

#### Some info on the PayPal issue:

Several members had expressed concern about the charges for using PayPal for membership collection. Each payment of \$60.00 was charged a fee of \$2.04 with the club receiving \$57.96 per membership. This amounts to a fee of 3.4% per transaction. The efficiency of using the Pay Pal account is well worth the small fee collected. When you pay this way, the money is immediately available in our PayPal account and can be transferred to our checking account on-line with a minute or so of effort. I don't have to endorse any checks or make any trips to the bank to handle the payments. I strongly support using this method for collection of the dues. Please take advantage and pay right away if you have not done so.

#### Blocked Email Accounts:

A number of our members have email accounts which are not up to date on the rolls. Some of you have spam blockers or other intercepts which have blocked all attempts to send your membership invoices via PayPal. I have tried several methods to get around those blocks, but you remain a fortress unto yourself. Please ensure that SRCCTREAS@YAHOO.COM is included in your acceptable incoming email accounts so that we may communicate with you this way. If you choose to block, please ante up directly and pay your dues the old fashioned way with cash or a check.



## **Chief Scribe- Geoff Lawrence**

The July meeting was called to order at 7:13pm Thursday July 2, 2009. Welcome visitor Ken David from Godby High School ROTC. Ken is interested in starting a flying program for his students.

Theo Titus read the Treasurers Report, motion was made to accept, seconded and passed.

Geoff Lawrence read the June minutes, motion was made to accept, seconded and passed.

### Old Business:

We've been seeing more folks running on the new Cross Country Track in the mornings.

Still awaiting sand for our field. Update forthcoming.

Mike Atkinson addressed the possibility of us fencing our portion of the field with the County but was discouraged from doing so. The County will fence their parking lot in the future.

To discourage runners while we're flying, it was decided that we will keep the gate closed but not locked when we are at the field. The policy continues that the last one leaving the field will lock the gate.

New gate combination will be issued to paid members on August 1.

### New Business:

Fall Fly In scheduled for October 24.

Pearl Harbor Memorial Warbird and Toys for Tots Fly In scheduled for December 5 (subject to change based on track event conflict).

Float Fly In tentatively scheduled for September 12 (subject to change due to pond area being sold).

The north charge station in the shed is failing apparently from a faulty charge controller. John Hall will examine upgrades to the panels before replacing the controller.

Announcements. AMA Nationals are in progress. Our own Gordy Meade is competing and Dave Sellars is judging.

With no other business or announcements, motion was made and seconded to adjourn at 7:37pm.

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## **Afterburner - Members like you**

### **Pattern Flying – Artistry and the Pursuit of Perfection**

Jeff Owens

Flying radio control airplanes provides many challenges. From building kits or assembling ARFs, to learning how to operate and maintain the engines, to learning how to successfully complete a flight with the airplane intact, there is a seemingly endless list of things to master and opportunities to learn. But, at some point the tasks of takeoffs and landings become more routine and the white knuckles and shaking knees give way to a relatively relaxed feeling of calm and satisfaction. At this point many pilots look for new challenges. But what can one do that is both exciting and will make one a better pilot? For many, the answer lies in learning new maneuvers and mastering different phases of flight.

In my case, my instructor flew a beautiful bright red Banshee – a 60 powered pattern plane that was popular in the early 1970s. I was captivated by the rolls, loops, and immelmans that he flew and I was convinced that this was what I wanted to learn to do, as well.

Once one has learned the basics of flying RC it is a relatively simple matter to learn how to fly such basic maneuvers. After all, each maneuver can be broken down into segments of loops, rolls, and stalls. This is the basis for the Aresti diagrams that are used to describe aerobatic maneuvers for full scale competition. Soon one can be filling the sky with variations of loops, rolls, figure eights, etc. But, in time even this becomes routine – surely there must be more to learn. And this is where precision aerobatics begins. It is one thing to fly random sequences of



## **Afterburner - (Cont.)**

of maneuvers placed haphazardly around the sky. But placing the maneuvers in precise locations, in the proper sequence, and in accordance with the prescribed descriptions requires a whole new set of skills. And here is where the challenge of such precise flying can lead one to become a better pilot.

Precision aerobatics – or pattern – consists of flying a prescribed schedule of maneuvers with various classes flying schedules of increasing complexity. The properties of each maneuver are spelled out and, in competition, are judged based on a fixed set of criteria which include the maneuvers themselves as well as their placement. To many people this seems rather cut and dried and the practice that is required often seems both endless and repetitious. But there is more – much more – to pattern flying. First comes the challenge of learning a new set of maneuvers. This in itself is rewarding. Next, one has the challenge of getting the maximum amount of performance out of a particular engine and airplane combination. There many fine points of trimming an airplane to get maximum performance while also easing the pilot workload. The final point, and one not often appreciated, is the artistry and imagination that goes into performing a pattern flight. While the rules specify the basic properties of the maneuvers and how they should be placed, there is much latitude in how the flight is actually performed. How fast the plane flies, the radius of looping segments, and the roll rates used are all variables to be considered. Does one want to present a graceful flowing style or one with quick and precise movements. In the end, it is as if one is painting a picture, with the airplane as the brush and the sky as the canvas. The pilot decides how best to present the plane to the judges in order to create the desired impression. Much as a musical score can be the subject of many interpretations by various artists, so too can the rules of pattern flying be interpreted to create the final product of the pilot's imagination.

There are three types of pattern flying in AMA competition. IMAC (International Miniature Aerobatics Club – [www.mini-iac.com](http://www.mini-iac.com)) is an organization devoted to scale aerobatic competition. The models must resemble aircraft used in full scale aerobatics and the maneuvers are also taken from full scale aerobatics. IMAC is an AMA special interest group (SIG) and the various classes of IMAC competition are governed by AMA competition rules.

## **My Quest for the Perfect Plane**

Looking for something different to fly? Want a plane that you can modify for towing? How about skydivers, aerial photography, pontoons? Want flaps for short takeoff and landing? For those of you who know about snow, could you go for skis? (For you Southern fliers, snow is that white wet stuff that falls from the sky that you have to shovel out of the way.)

Well here is the answer!

After watching all the Yaks, Sukois, Extra's and every other form of 3D plane, enough was enough. I went looking for something different, a true standoff scale of a real full-sized airplane. Having had an Altech Marketing (now MRC) Pilatus Porter PC-6 many years ago, and remembering how she flew, I knew what I wanted and began my quest. From RCU to RC Groups, RC Canada to eBay there had to be a Porter out there somewhere with my name on it.

Fellow members of RCU mentioned VQ. I had one of their first ones brought into the USA. It was not a great scale looking bird, plus the quality was not great. Someone mentioned a hobby shop in Singapore, so I went online and searched. OK Models comes up with just what I wanted, but really expensive to have shipped to the good ole US of A. The shipping was more than the plane. Mr. Aerodesign in Canada has either a full kit, a short kit, or plans you can buy to scratch build. Hummm, possibilities, yet costly and a lot of heavy building. Granted I love to build, but the size would require a lot of wood and a bigger engine than I had.

Feeling lost and thinking maybe I had to settle for a less-than-perfect design, or find the plans and build her from scratch, out comes Model Aviation, May issue, with an article about glider towing. There she sat, the perfect PC-6. Yes!!! My





## **Afterburner - (Cont.)**

My search was ended. Wrong !!!! Not the size I was hoping for. Following the links at the end of the article, I found the Porter came from Canada and Icare RC. Icare RC is a sailplane site and does not show any power planes. But wait!! There is a drop down menu for "Tow Planes." Tension builds as the menu drops down, there she is. But hopes are dashed a bit, it is a 2.4 meter, bigger than the engine I have needing a home. Scrutinizing the Icare web page, I find that the name of the manufacturer of the PC-6 is Topmodel FR. Google is great and finds that Topmodel is in France and they have a website. Like a bloodhound on track, off I go. Low and behold, they have the perfect size: 1.96 meter, or about 74 inches with a Saito 72 as the recommended engine. Yes, this is the one for me. Quick email and all hopes are dashed. It's not in stock and shipping to the US is pricey. They take my name and tell me they will send me a note when it's back in stock.

I'm down in the dumps, feeling oh so close, yet so far. What the heck, nothing ventured nothing gained, I send an email off to Icare: "Do you by chance carry the 1.96 meter even though it's not shown on your website?" Time passes so slow when you really want a positive answer. I'm checking email every thirty seconds, looking for that reply. Man, this is a long day. Then the answer comes..."Yes we do and we can ship it today." Many emails back and forth, a deal is arranged and the perfect Pilatus Porter PC-6 model is on the way.

The rest of this quest is now history. The assembly is complete, a review for RCU is in progress and for those of you that have seen the Porter, you have been generous in your praise. Dave Mills went so far as to tell me she is "awesome." For those that have not seen her, here she is:

This is one of the best, if not the best ARF I have had the pleasure to assemble. The overall quality is fantastic and the construction is first rate. I would be hard pressed to equal this plane if building from scratch. The graphics are applied as you see and have plenty of overlap for strength. The first couple of flights have been good, though I still need to break in the Thunder Tiger 75. For your info, Icare offers three different sizes: 2, 2.4 and 3 meter wing spans. Have a look at their web page for additional information and other interesting planes offered: [http://www.icare-rc.com/tow\\_planes.htm](http://www.icare-rc.com/tow_planes.htm)

Now want something really different? Can you say Wilga ?!!!! Anybody have a spare gas engine?



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# Seminole Radio Control Club Tallahassee, FL

AMA Charter #216, 1969-2009

## SRCC Officers

President – **Mike Atkinson**  
Vice President – **Mike Kinsey**  
Secretary – **Geoff Lawrence**  
Newsletter Editor – **Michael Hupp**  
Treasurer – **Theo Titus**  
Field Marshall – **Joe Satterwhite**  
Field Safety Officer- **Gordie Meade**

## Field Hours

For Gas and Nitro (wet) - 12:00 noon until dark  
For Electric - 9:00 a.m. until dark

## Training Notes

To schedule a training time contact Mike Atkinson.

## Flight Instructors

Mike Atkinson- Primary/ Advanced Flight Instructor (Coordinator)	926-4692
Mike Kinsey- Primary/ Advanced Flight Instructor	
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

**November- March:** The regular club meetings are held on the first Thursday of each month at 7:00 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- October:** 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 23<sup>rd</sup> of the month. Send your submissions to Michael Hupp - [hbhobbies@gmail.com](mailto:hbhobbies@gmail.com)

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