

# The Seminole Flyer



AMA Chartered Club 216, Founded in 1969



A Gold Leader Club for over ten years

## In This Issue

- Adventures in Aerobatics
- Gordie's Road trip
- Upcoming Club Activities
- Free to a good home
- July Financial Report
- Club Meeting News

## Next Club Meeting

Thursday, September 21, 2023

The Wine House  
1355 Market Street

## Adventures in Aerobatics

Jeff Owens

This month's topic is landings. Now, I know that landings don't seem to be part of aerobatics, but consider this: Take-offs are optional - landings are mandatory! Yes, every aerobatic flight ends with a landing. I am sure that you have heard all the jokes about landings such as "A good landing is one you walk away from; A great landing is one where you can use the airplane again!" Everyone who flies is faced with making landings. But what makes a pilot able to routinely make smooth and graceful landings? And why do some seem to put up with "sudden arrivals at ground level?" Unfortunately, there are no hidden secrets. But there are some really useful guidelines and, shall we say, "best practices."

A good landing starts way before the actual touchdown. Think of it this way - the landing requires the airplane to be at a specified height, at a specified location, at a specified airspeed. That would be ground level, at the approach end of the runway, at just above stalling speed. A stabilized approach is one essential ingredient of a good landing. But what does this mean? A stabilized approach is one where the pilot has the airplane descending towards the runway, wings level, and at a decreasing airspeed without great excursions in altitude, attitude, or

heading. My goodness - that sounds complicated - sorta like patting your head and rubbing your stomach at the same time. I know it sounds silly, but try it!

So let's go through the steps for a standard landing. We will suppose that the plane is established on the downwind leg of the landing pattern, i.e., heading in the direction opposite to the direction we will land, and that the plane is at approach speed, that is, slower than full throttle, but faster than stalling speed. Slower is better here so we have more time to think, but not so slow that we risk stalling. Don't know what speed I mean? Try stalling the plane at a higher altitude to see what its response is. In a full scale plane approach speed is typically 1.3 times the stalling speed, For our purposes just keep the speed up so that the plane doesn't get squirrely on you. As you proceed on the downwind leg let the plane descend, but do not force it down. Remember that you can trade airspeed for altitude. Set the throttle so that the plane is slowly descending without you having to make significant elevator inputs. The key here is a stabilized, smooth descent. Now turn 90 degrees to the base leg while still gradually descending. Finally, turn to your final heading for the landing, still maintaining the slow, steady descent rate. As the plane crosses the end of the runway you can reduce the throttle smoothly and slowly apply some up elevator as the plane settles to the ground. Notice my repeated use of terms like slowly, smoothly, etc. That is the hallmark of a stabilized approach.

The goal as described above is to end up at runway level just as the plane runs out of flying speed, that is just above stalling speed. Doing this will prevent the airplane from bouncing back in the air and "ballooning" which is usually followed by a subsequent dive to the runway resulting in damage to the plane - and the pilot's ego! A great exercise that a friend experienced during his full scale training was to touch down on one wheel, gently lift off and then touch down on the other wheel, etc. His instructor had him do this the full length of runway 36 at Tallahassee in a Cessna 150. I am sure that many of you have seen Ed Budzyna do a similar procedure with his Cessna 170 model - this is the epitome of airspeed control and smooth control inputs.

So, remember that "easy does it." Take your time, don't rush the process, and don't be afraid to go around for another attempt if things just don't feel right. Also, a timeless truth is that you will do your best landing when flying solo or when no one is watching! A corollary is that you will bounce your landing when you most want impress your passengers or the spectators. Ah - that is Murphy's Law at work. But don't despair. There will be more landings to come and some of them will be smooth and graceful - and some not!

Editor's note: Gordie has had a busy summer with a lot of flying helicopters and judging. The text below was taken from Gordie's Facebook page as it describes quite well his recent activities judging at the Helicopter World Championships. As noted in the previous newsletter he won the Expert class - for the third time - before going on to his judging duties.

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## Gordie's Road Trip

(Taken from Gordie's Facebook page with permission)

I am home after spending 17 days in Muncie Indiana. Damn.

The NATS were a lot of fun. Shaggy and Brian say I cannot retire from competition until they beat me. Sounds like a challenge.

The World Championships were awesome for me. While I have worked the WCs before, and been a member of five world teams, this was my first as a judge. I had the best seat in the house for viewing the flights.

On the first day, the weather was overcast and the wind was gusting pretty good. I have seen many of the pilots fly before but when you sit close and see the precision these guys have, it's awesome. The very best guys fly so you cannot even tell the wind is blowing. We had a little rain but it came during breaks so we basically had no delays and got in two full rounds.

The second day was basically a clone of the first. On the third day we started flying F schedule which really separates the really good pilots from the pack.

Ito-san had his wife calling for him and he was amazing in the wind. He is flying a ProDrone model with Futaba radio. Graber was flying his SAB model but this one was belt drive and so quiet that from a hundred meters, you could not hear it except when the blades loaded.

Amazing. Ennio had his mom calling and I was surprised to hear that she had been to every helicopter world championship since the very first, 1985 in Canada. She is very competent and they work well together.

The Japanese team came loaded for bear. Ito-san and Sawamura-san have both been on teams before. Onizawa-san flew in his first WC and ended up on the podium. WOW!

The USA team had some really bad luck and did not perform as good as they are capable of in F3C. Nick flew the same model in both F3C and F3N, an XL Power with JR radio. I believe his power system was Scorpion. Mike flew SAB with Futaba, and Nob flew a Prodrone with Futaba and I'm pretty sure both flew Kontronik power systems.

Results:

1. Hiroki Ito
2. Ennio Graber
3. Kazuhito Onizawa

Team

1. Japan
2. Switzerland
3. China

In F3N (freestyle with rules), The US team was the class of the field. They compete with known maneuvers, freestyle, and freestyle to music. The defending World Champion, Kenny Ko, was here and demonstrated why he is the Champ with a repeat win.

Nick Maxwell flew some amazing flights and ended up in second. Jamie Robertson, after a semi-retirement, returned to competition and placed a strong third. Cade Ciripompa in his first WC finished strong.

Results:

1. Kenney Ko, XL Power
  2. [Nick Maxwell](#), XL Power
  3. [Jamie Robertson](#), Tron
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Team

1. USA
2. United Kingdom
3. Taiwan

I am calling equipment from memory, so please forgive me if I got it wrong.

### **Upcoming Activities**

Jeff Owens

I have put a link to the updated Club Calendar on the Events page. Also there is a list of the field closures due to cross country activity. The next events on our schedule are the Park worker's appreciation luncheon on Friday September 22 followed by the Children's Miracle Fundraiser on Saturday September 23. I will post a flyer on the Events page when it becomes available.

### **Free to a Good Home**

John Clark

I am looking for a good home for three of my airplanes. These are free for whoever feels that they can put them to good use.

1. 1/5 scale Albatros DII. One unscheduled landing. Generally in good shape. Needs some repairs and recovering.
2. E-flite Mystique glider.
3. E-flite T-28.

Interested members can contact me at 850-510-0069.

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## Club Meeting News

Jeff Owens, Secretary

The August meeting was called to order by President Jay Wiggins at 7:00 PM on Thursday August 17, 2023 with 10 members plus 3 Zoom attendees.

**Member Appreciation** - Gordie Meade won the Expert helicopter class at the NATs for the third year in a row; Sandy Jaffe flew several scale helicopter flight demos at the IRCHA fun fly event; Gordy Meade, Geoff Lawrence, and Jay Wiggins for mowing; Ed Budzyna for weed eating; Jim Ogorek for flyers and event publicity; Ken Kushner for the garbage detail.

**Calendar adjustments** - check the updated calendar on the Events page on the web site and also check the cross country event field closures.

**Secretary's Report** - Jeff Owens - the minutes of the July meeting were approved as posted. Our FRIA (FAA Recognized Identification Area) application submitted by AMA on our behalf has been approved. Still no word or procedure for requesting higher altitude limits (currently 400 feet) in uncontrolled airspace. Pending legislation for the FAA does have such a procedure but we will have to wait to see if it is passed.

**Treasurer's Report** - Marcy Driscoll - the June report was approved as published.

**Field Report** - Gordie Meade - the field was mowed the day of the meeting and it is in great shape. Note: top dressing of the field will take place sometime during the second half of August.

There was no Training Report and there were no items for Old or New Business.

The meeting was adjourned at 7:27 PM.

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## The Seminole R/C Club Tallahassee, FL

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### Officers

<b>President</b>	Jay Wiggins ( <a href="mailto:moonangelb@gmail.com">moonangelb@gmail.com</a> )
<b>Vice-President</b>	David Coury ( <a href="mailto:ddcoury@gmail.com">ddcoury@gmail.com</a> )
<b>Secretary</b>	Jeff Owens ( <a href="mailto:jfolso@comcast.net">jfolso@comcast.net</a> )
<b>Treasurer</b>	Marcy Driscoll ( <a href="mailto:mdriscoll@fsu.edu">mdriscoll@fsu.edu</a> )
<b>Field Safety Officer</b>	Mike Atkinson ( <a href="mailto:nexnbax1@comcast.net">nexnbax1@comcast.net</a> )
<b>Field Marshall</b>	Gordie Meade ( <a href="mailto:lmeade@fsu.edu">lmeade@fsu.edu</a> )
<b>Training Coordinator</b>	Mike Atkinson ( <a href="mailto:nexnbax1@comcast.net">nexnbax1@comcast.net</a> )

### Media Managers

<b>Webmaster</b>	Jeff Owens ( <a href="mailto:jfolso@comcast.net">jfolso@comcast.net</a> )
<b>Newsletter Editor</b>	Jeff Owens ( <a href="mailto:jfolso@comcast.net">jfolso@comcast.net</a> )

### 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

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

### Field Hours

**All Aircraft:** 30 minutes before sunrise until 30 minutes after sunset 7 days/week  
**Please note:** Although restrictions have been removed on flying hours for fueled planes, this is on a trial basis until further notice from Leon County. All gassers and nitros must have a suitable muffler.

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