

The Seminole Flyer

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A chartered member of the
Academy of Model
Aeronautics
AMA Charter #216, 1969-2010



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

FEBRUARY 2010

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T-28 Trojan on final.

Please Help with Haitian Relief

Letter from the Editor- Stephen Warmath

Geez, it has been cold! I haven't spent much time in the shop. Building evening fires, mostly, and trying to stay warm. Then it warmed up and the rains came. Geoff Lawrence submitted an aerial photo of our pond overflowing and encroaching on the field. See Chief Scribe Report.

I guess you may know by now, I am back as the Newsletter editor. I would like to thank Michael Hupp for taking over in 2009 and giving me a much needed break this last year. I'll take this opportunity to once again solicit every member for input. If you have a tip, a link on the internet, a product review or a self written article, please send it along. This is **your** newsletter not mine. I'm just the publisher. Additionally, I will continue to search for meaningful information to share with the Club every month.

I know some of you have seen this video, but I include it this month because it is very funny. The video is "Anyone can Fly a Cub". <http://www.franklinairshow.com/Video/Comedy%202010%20Net.WMV>
Don't intentionally try this with your expensive RC aircraft, although I think it looks very similar to some of my Cub flights!

Looking for the next generation of transfer decal graphics? A local, home grown company in Crawfordville has some interesting products. Check out:

http://www.pulsarprofx.com/decalpro/Vertical/1_MENU/1b_Overview/Overview.html

Pretty cool stuff. Give them a call and check them out.

Don't like flying in windy weather? Some general advice on overcoming a dreaded reluctance to do so is included this month. It will make you a better pilot.

Ever bounced that prized possession off the turf and ended "wheels up" with a "fixed-gear" airplane? Not to worry, it can be fixed with a little know-how in this article "How to repair a Landing Gear".

This month, we add a section called "**HobbyTown Corner**" where we will get updates on new products and special store announcements from Frank and Jim. Jeff Owens submitted a Thank you note for the members. See Jeff's message at the end of the newsletter.

I would also like to thank, once again, our sponsor **Apogee Signs** for their continued support of the Club by publishing the hard copy of the monthly newsletter.

Safe and Happy Flying- Steve.

Chief Pilot- Mike Atkinson

(January Newsletter contribution) Happy New Year Greetings To Everyone!!! I hope that all had a great holiday season and your gift receiving was filled with RC toys. I know I've been out to the field since Christmas and there were several new models out there. I'm expecting to see even more over the next few weeks. I am in the process of building a Lanier F4 Phantom "prop-jet" with an electric motor conversion, complete with dual rocket boost. I hope to have it finished and test flown before our school air-show season begins in March.

I'm excited about our prospects for 2010. We sort of got started slowly in 2009 (totally my fault), but picked up steam (thanks to Mike Kinsey and Geoff Lawrence) as the year progressed. I'm hoping to keep up that pace into the New Year. Some of our upcoming events include: Perry Swap Meet, Airfest 2010, Spring Fly-in (Flying for a Cure), School Air-shows, Float Fly-ins, Indoor Fly-ins, and plenty of weekly activity at the field. We're set to upgrade our power system at the field as soon as we get confirmation that FSU will not be bringing electric power to the running facility. David Humphreys is getting the ball moving on green energy grants for the club. I'd also like to re-visit the fabric runway discussion for the electric aircraft. Our temporary "fence" seemed to work relatively well keeping runners away from the heli pads and end of the runway, so I'll plan to move forward with discussions with the county on a more permanent solution soon.

As stated in an email the week after Christmas, I'm putting together a club roster for member distribution. Individual members have been given an opportunity to "opt out" of having their information released. The updated roster will be available in hard copy only. Please do not distribute the information outside of club members and please limit your unsolicited correspondence to hobby-related material. Thanks in advance for your cooperation. 2010 is going a great year!

(February Contribution) We have our complete Board of Officers and appointed positions in place. Jim Ogorek has agreed to take over as safety officer and Keith Sandell is the new field marshal. Their zeal has me excited about the coming year! Jim has put together a group, representative of a very diverse cross section of the club as sort of a safety counsel. The purpose of this group is to meet periodically with him and make suggestions regarding safety issues at the field and various events. Keith is in the process of putting together a field maintenance schedule consisting of volunteers. If you can help out with anything at the field, let him know.

Regarding the safety code, Jim and his safety counsel have revised the previous safety code for activities at the field. I have reviewed the changes. In my opinion, there are no proposed changes that should pose a significant problem to anyone. He has done extensive research with AMA, the British flying counsel, and other clubs to come up with his suggestions. He will present the proposed safety code at the next meeting for membership approval. He will be working closely with Keith Sandell to implement those changes as early as possible, following approval. The goal is to have a concise, but definite, safety code so, 1- violations will not be committed due to ignorance (no jokes here!) and, 2- when violations do occur, the officers can deal with them consistently and fairly.

I spoke with Pat Plocek recently regarding the fence at the field. The county has ordered the material and is waiting for the contractor. He estimates 2-3 months for completion. With the layout he proposed, Jim Ogorek did not think additional fencing at the clubs expense was necessary. We can always go back and

add fencing down our flight line, if needed. The new fence will begin at our white metal storage container and cross over the dirt road path. There will be a gate there. Allowing one line of parking, the fence will then turn south and extend toward the wooded area, before turning back to the west and extending to the edge of the property. That area will be parking for the walking path, while we will keep our parking. There will be another fence starting around our wooden shed, going south to the high grass, then west toward the dirt road, before turning southwest along the side of the dirt road to the wood line. There will be no gates needed before we get to our flying field. We will have a lock on the other gate if needed. He's also putting a porta-potty in the parking lot, allowing us to cancel our service.

Again, the involvement of the newly appointed guys has me excited about the coming months! Thanks for everyone's support!

Michael Atkinson- President, SRCC

Chief Copilot- Mike Kinsey

It's early in the year and we have several things in the works, such as getting a new lawnmower. I have also volunteered for the recently organized safety committee. We met on the twentieth. Needless to say, I heard some interesting and different ideas. There were some suggestions made and they will be presented to the president to be discussed. I would like to remind everyone about safety and courtesy!!!! Please keep the areas picked up and clean of garbage. I will be informing the club about the upcoming fly-ins as I have been working on the dates. I will see you at the meeting.

[Club Calendar-](#) The schedule reflects current Club events planned for the year to date. Check monthly for additions and deletions at the meetings and in the newsletter. For regional, sanctioned AMA events, see your AMA magazine or visit the AMA website section "Calendars".

February

- 4- Monthly Meeting- 7:00 HobbyTown

March

- 4- Monthly Meeting- HobbyTown
- 5-6- Perry, Georgia GAMA Model Show <http://www.gamarc.com/>
- 20- Southwoodstock

April

- 1- Monthly Meeting- 7:00 Field
- 2- Crawfordville Elementary 12:30 and 1:30- Flight Demo
- 20- Shadeville Elementary 1:00, 2:00- Flight Demo
- 30- Medart Elementary 1:00, 2:00- Flight Demo

May

- 6- Monthly Meeting- 7:00 Field
- 11- Riversink Elementary 12:45, 1:435- Flight Demo
- 15- Airfest- Quincy Airport
- 22- Flying for a Cure Fly-In

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.

Numbers:

Petty Cash - \$0.00	Premier Checking - \$0.00
Capital City Checking - \$0.00	SunTrust CD - \$0.00
Capital City Savings - \$0.00	
Total Assets - \$0.00	

Chief Scribe- Geoff Lawrence

The January meeting was called to order at 7:03 pm on Thursday, January 7, 2010. Welcome new members Brian Gee and Wincelao Troncoso.

Geoff Lawrence read the minutes of the December, 2009 meeting. Motion to accept the minutes was made, seconded and passed.

Theo Titus read the treasurer's report. Motion to accept the treasurer's report was made, seconded and passed.

Old Business:

- The Toys for Tots event was discussed. The event was cancelled due to weather but there was good participation. Frank received very positive feedback from the Marine Corps who said they will be anxious to repeat the event next year. The Club will plan it earlier next year to include a rain date.
- Jeff Owens has completed the fourteen point checklist for the Seminole RC Club to be an AMA Leader Club Gold member.
- The Swap Meet held at HobbyTown was very successful. Frank received much encouragement to repeat it next year.
- Mike Atkinson shared his conversation with the County Parks man in regards to fencing. The County has plans to fence our parking lot and give us our own gate. Mike requested assistance with our additional fences and was told their fence contractor could give us a quote for labor and materials.
- The County man said they had been burglarized and lost their landfill tools. Please be very aware of our security and keep our facilities locked.
- Mike Kinsey suggested we need Club signs under the new Cross Country Track signs.
- Reminder of Perry, Georgia Swap Meet March 5 and 6. The Club has reserved six tables for Club use. Please share.
- Flying for a Cure has been scheduled for May 22. Frank Bastos will notify the AMA in time to get it listed in the Model Aviation Schedule of Events.

New Business:

- Updates to the Club roster have been made. The roster was passed around for review and corrections.
- Pro's and con's of runway fabric for an electric runway were discussed. After polling for interest, the Club made the decision not to pursue.
- Mike A. requested permission to offer to reimburse the County for fence expenses. Motion to reimburse the County was made, seconded and passed.



Flooding after heavy rainfall January 21st.

- Mike Kinsey discussed garbage issues and requests that everyone be responsible for the cleanliness of the shed. Please do not overfill the cans. Replace plastic bags (stored in the wooden shed) as needed.
- Mowing for the upcoming season was discussed. The current mower is in need of repairs again. Mike Kinsey reported on his research and findings in regards to a new mower and determined we need a commercial grade riding mower. The expense and complexity of a zero-turn radius mower is not justified. Mike narrowed the best choices with price factored in to a commercial grade John Deere 48" 22hp or a 42" 17hp riding mower. The need for insurance and new ramps for the new mower was brought up. Theo said the Club can afford to purchase either mower with cash on hand. However, we will be low on cash and Theo urges everyone that can to renew their 2010-2011 membership as soon as possible, normally due in July, 2010. After discussion, a motion was made to purchase the John Deere 48" 22hp riding mower, seconded, and passed. Mike Kinsey will handle the purchase.
- Club President Mike Atkinson announced the appointment of Jim Ogorek as **Safety Officer**, Keith Sandell as **Field Marshall**, Jeff Owens will continue as Webmaster, and Steve Warmath agreed to take back the Newsletter as Editor. Mike A. will discuss a PR position with Michael Hupp.
- Jim Ogorek has set up a method for Club members to upload photos to the club website.
- Fred Schmidt will schedule another Float Fly with the Golden Eagle and Killlearn Lakes homeowners association at Lake Monkey Business in the Spring. Sailboats will be welcome.

The presentation of the Club Member of the Year award was made to Jeff Owens for his time and dedication to the Seminole RC Club website, seminolerc.com.

With no more announcements and no more business, the motion was made, seconded and passed to adjourn at 7:55 pm.

A SPECIAL THANKS TO FRANK BASTOS AND HOBBYTOWN FOR USE OF THE FACILITIES.

Airplanes for Flying in Windy Weather by Ivan Cankov

All too often, on an otherwise nice but windy day, folks just don't fly. Obviously, for a beginner, that's common sense—but for someone who has some experience, the wind can be a challenge that adds some spice to flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of model you're flying also can have a great effect on your ability to handle winds.

Let's go through some airplane design features to see which ones give us the best flying characteristics to handle winds and the resulting turbulence:

Size: In general, the larger the airplane, the better it will handle winds of all kinds; large models don't "flop around" as much!

Dihedral: The more dihedral in a model's wings, the more they are going to be affected by crosswind gusts; it is hard to keep the wings level, therefore lineup to the runway is difficult in a crosswind situation.

Wing Loading: The higher the wing loading, the less an airplane will be affected when hit with a gust.

Aspect Ratio: Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the airplane, and lower aspect ratio wings have a greater tolerance to changes in angle of attack caused by gusts.

Power: Having the power to overcome the force of wind is necessary. The same thing goes when you get into a sticky situation.

Lateral Control: Ailerons are beneficial in a crosswind landing and takeoff phases. The ability to dip a wing into a crosswind without changing heading is essential, as is the ability to rudder the airplane parallel to the runway heading while keeping wings level with ailerons while landing.

Landing Gear: Models with tricycle landing gear are easier to land and take off in a crosswind than tail draggers; in addition, the wider the spread on the main gear, the better.

Maneuverability: This one is a bit harder to quantify. You want a model with stability, yet you do need good maneuverability to cope with gusts. Therefore, you want a model that is stable, yet responsive.

Wing Mounting: Generally, a low-wing airplane will handle crosswinds better. This is because the center of gravity of the airplane is nearer, in a vertical sense, to the aerodynamic center of the wing.

Therefore, a side gust does not roll the model as easily. Moreover, by mounting the main landing gear on that low-wing model, they can be spread wider.

It's unfortunate that almost every preceding item is in direct opposition to the characteristics found in many popular trainers. The main exception is the requirement for tricycle landing gear. But even with trainers, there are differences. Compare a Seniorita with the Kadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Kadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better airplane when flying in windy conditions. Going a step further with the same kit manufacturer, the Cougar (.40)/Cobra (.60) kits embody all the right characteristics for windy flying.

In closing, I offer Confucius' only known saying about RC flying: "To learn to fly in wind, one must fly in wind!" □

“How to Repair Landing Gear”

It looks like that landing gear is going to need some work. I guess everyone has busted out some gear at one time or another. But, how to fix it? It looks pretty bad....the side of the fuselage is broken as well.

It's not as bad as it looks. We can not only repair the damage, but we can make the repair much stronger than it was without adding too much weight.

There's no instruction manual on this type of thing, and no two repairs will ever be the same. Let's see how this repair was done, and get some ideas for fixing your plane. The plan is not too complicated. First we'll cut out and replace all the damaged wood. While we're at it, we'll modify and strengthen the area so this won't happen again. To finish up, we'll dress up the repaired area and recover it. The tools and materials we need include a razor saw, some clamps, some wood, and some epoxy.



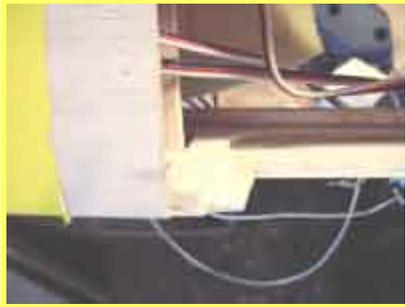
The damage looks pretty rough, but it's not as bad as it looks. That crack on the top runs back quite a ways, and it's all flimsy balsa.



I removed the wood all the way to the end of the crack. Now we can have a good look inside, and we can replace this weak balsa with some stronger material. The cabin floor/landing gear mount, the firewall, and the wing mounts need to be the strongest areas of the plane for obvious reasons.



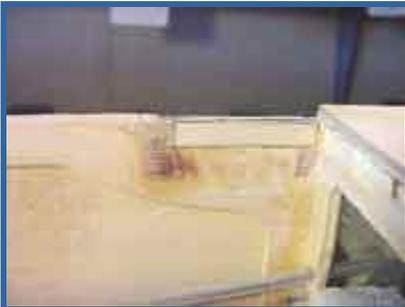
Let's cut out all the damaged wood, and square things up for replacement. Notice the sides of the cabin are plywood, covered with balsa, and the bottom of the fuselage is only balsa. It's too weak, no wonder there was so much damage. We'll beef this thing up once and for all.



This is looking up the side of the fuselage from the bottom. I've cut the wood out in a staggered manner. When we replace the wood, this joint will be much stronger.



This small damaged area is on the other side, where the gear block broke out. Lets cut the bad wood out of here too. All the glue and debris have been ground off.



Lets repair this small area first. Keeping everything squared-up makes cutting and replacing the wood easy. A small amount of 5 minute epoxy does the job.



Now we'll cut a piece of plywood for the inner cabin piece.



I've cut the ply piece roughly like the other side, and will epoxy it into place. See how that overlap cut will give us a stronger joint ?



Now the balsa side piece is fashioned, and glued into place.



I'm using a piece of spruce to remount this balsa skin, and give us a solid rear mount for the new "Super Bottom". I have marked the wood down the center so I can install it evenly on both sides, and I have it tilted down a bit to show the center mark. Epoxy this brace in.



This is the "beef" of our new cabin bottom, and gear mount. It's $\frac{1}{4}$ " plywood. It won't need any bracing or triangle stock to help hold it in. It is one big brace by it's self. When it is epoxied into position, it will be fastened to hardwood all the way around.



These are the rest of the parts we will need....the plywood skin/bottom, and another $\frac{1}{4}$ " ply block which serves as the actual landing gear block. As you can see, our new bottom will be many times stronger than the original balsa construction.



Let's epoxy in the main block. The block fits perfectly, and holds itself in position. We will use a moderate amount of epoxy on both the inside edge of the cabin floor, and the ply block for a 100% contact. Don't get too sloppy here with the epoxy, it adds weight like crazy. Notice the edge all around the block. When we epoxy on the ply skin, that will serve as our gusset.



Now we fasten the ply skin on with a liberal amount of epoxy on the cabin bottom, and the skin. I used the clamps to hold the skin down tight, as well as squeeze out the excess epoxy. The epoxy will flow into any cracks and crevices, and the whole bottom will be solid as a rock. This is why I said not to get carried away gluing in the big block.



Now glue in the inner ply mount piece. This again, is glued to hardwood on three sides and is it's own gusset.



A little bit of sanding, and a piece of covering....good as new. Even better than new !



Reinstall the gear, and we're back in business. You can through bolt the gear back on, or reuse the original blind nuts. I drilled and tapped the wood, and used nylon bolts to save some weight. We removed about an oz. of damaged wood, and put about three ozs. back on, so the weight gain was minimal.



HobbyTown Corner by Jim Ogorek

Beginning with this month's Seminole RC news letter, we will be offering to you new products that HobbyTown is adding to our growing RC inventory. We in the greater Tallahassee modeling community are very fortunate to have a great hobby store in our city. HobbyTown, and especially Frank Bastos, is open to adding new and exciting products as well as providing great customer service. Looking for a great deal? A new plane to build or replacement parts? Stop in and see us. With our resource of contacts and business partners, HobbyTown is able to procure products from all the major suppliers to our hobby.

Looking for a field charger that can handle all types of batteries? Stop in and have a look at the LIXX X-Charger B6. This balancing charger/discharger can be used for NICAD, NIMH, LITHUM, and Pb (lead acid) batteries. This charger is capable of charging up to 6 cells, either manually or in user programmed auto mode. The B6 is set up to work out of the box with either a 12 to 18 volt battery or you can purchase the

optional ac power supply. The B6 comes with a multiple battery charge cord allowing you to charge most commercially available batteries on the market today.

Specifications:

Operating voltage:	10.0 ~ 18.0 volt
Circuit Power:	max. 50w for charging Max. 5w for discharging
Charge current range:	0.1 ~ 5.0A
Discharge current range;	0.1 ~ 1.0A
Current drain for balancing Li-po:	300mAh/cell
NiCd/NiMH battery cell count:	1 ~ 15 cells
Lithium Battery cell count:	1 ~6 cells
Pb battery voltage:	2 ~ 20 V



Got a new helicopter for Christmas and need a good tool set? Here is the answer.

Set in its own aluminum case is a complete set of tools from **KDS**. The kit includes Metric size hex head drivers, nut drivers and a straight and cross slot screw driver. Kit also includes a blade angle indicator, Lipo Power display, three types of pliers and bearing oil and thread locker.





For all you electric fliers that want a real challenge have a look at the **Habu EDF Jet!** New from **Parkzone** in either BNF or PnP, this EP ducted fan is sure to get your heart rate up.

Specifications

Wingspan: 36.3 in (920 mm)

Overall Length: 43.3 in (1100 mm)

Flying Weight: 2.8 lb (1300 g)

Motor Size: E-flite BL15 DF 3200Kv six-pole brushless inrunner (installed)

For more new and exciting products, stop in and chat with us for a while or call us at 671-2030. See you in the store.

Jim

A Thank You Note to the Seminole RC Club

I would like to take this opportunity to thank the members of the Seminole RC Club for selecting me as the "Member of the Year" for 2009. I have been flying RC models for forty years and have been a member of the Club since moving here in 1976. Over the years, I have had the pleasure of serving the Club as President, Vice-President, Secretary/Treasurer, Newsletter Editor, Fun-Fly Series Director, and Webmaster, some of these on multiple occasions. My goal has always been to insure that the Club has endured and grown so that it has been and will be around so that others can share in the hobby that we all enjoy. There have been many changes in the hobby during the time that I have participated in it, but one thing has stayed the same - a strong club helps increase the enjoyment for all involved.

Thanks,

Jeff Owens

Seminole Radio Control Club Tallahassee, FL

AMA Charter #216, 1969-2010

SRCC Officers

President – **Mike Atkinson**
Vice President – **Mike Kinsey**
Secretary – **Geoff Lawrence**
Newsletter Editor – **Stephen Warmath**
Treasurer – **Theo Titus**
Field Marshall – **Keith Sandell**
Field Safety Officer- **Jim Ogorek**

Field Hours

Electrics/ Sailplanes- 9:00 am till dusk.
Gassers and Nitro- 12 Noon till dusk.

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
Jeff Owens- Ground School/ Airworthiness Instructor (Fixed Wing)	894-2504
Frank Bastos- Hobby Town Flight Demonstrator	671-2030
Jim Ogorek- Primary/ Advanced Flight Instructor	766-2477

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 **HobbyTown** on Thomasville Road. The Club offers food and drinks for a small charge at 6:30.

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 at 6:30.

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 28 th of the month. Send your submissions to Stephen Warmath sswarmath@comcast.net

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

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