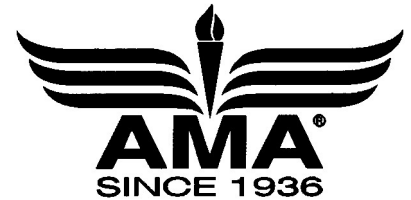


The Seminole Flyer



Charter member of the Academy
of Model Aeronautics since 1969

AMA Charter Club 216



February 2016 Issue

Cold Weather Auction & Swap A Success

Our February 6th silent auction and swap meet was a success. Although the weather was cold and breezy, a good number of our members came out looking for a bargain.

A key draw was the airplanes and equipment recently donated to the club by Pat Murray and the late Rick Rice.



Club Meeting News

Matthew Hendrix, Secretary

Call to Order

President Jay Wiggins called the February 18, 2016 meeting of the Seminole Radio Control Club to order at 1900 EST (7:00 PM Eastern Time)

New member and visitor introductions

- The club welcomed Gary & Pearson Parker to the meeting. They will be doing training sessions with Geoff. We're happy to have you!

Secretary's Report- Matt Hendrix

Approval of minutes

- The January 21, 2016 meeting minutes were approved as posted in the newsletter.

Election for vacant office (Vice President)

- By majority vote, Randy Yarborough was elected Vice President in the special election.
 - The president reminded the club that an event committee will need to be formed to assist with various events this year.

Treasurer's Report- Bill Ashbaker

2016 membership dues

- The club currently has 103 members
 - 42 members have not paid 2016 dues.
 - 13 members have not renewed AMA.

Club swap meet and sale

- The swap meet and sale was a huge success. Over \$400.00 was raised for the club. Thanks to everyone that came out and supported the club.

County Liaison Report- Jay Wiggins

Track schedule for the park

- The regularity of events starting in September was discussed.
- Better communication is expected regarding planned events from the county & SRCC this year.
- Events in 2016 will be bigger and more flying conflicts starting in September.
- Randy Yarborough mentioned that surprise "leased" events and or parties at the field need to be addressed with the county. The president will report back on this.
- As part of the new amended lease, there are officially 12 events per year, 7 of which will be "shut down" type events that will prevent flying activities entirely.
- It was discussed that the county cannot be on/use SRCC's leased land during events, including the parking area.
 - SRCC member participation may include assisting with completely marking off the field and parking area during major events.

Park Master Plan Q & A

- No official release date has been announced for draft or final versions of the master plan.
- Jay Wiggins is currently setting up tours for SRCC members to observe the potential areas of the park. The club will be updated when times and dates are available.

Old Business

Bylaw revisions #1 & #2 as advertised at the January meeting

- By majority vote, Proposed Bylaw Change #1 **did not** pass.
- By majority vote, Proposed Bylaw Change #2 **did** pass.

New Business

Announcement (1 month) was confirmed for the vote (MARCH 2016 MEETING) for the following bylaw proposed changes:

- Bylaw revision #3: Field Flying Times
- Bylaw revision #4: Delinquent Dues

October Fly In (Believe in A Cure)

- Discussions were had on continuing with the Shands Miracle Network and continuing with Gold Status/Charitable events.
- A motion was made to continue with such events, and to continue to support the Shands Miracle Network; with a pledge of \$1,000.
 - Discussion was presented, and the motion was modified to not set a committed dollar amount, as this can be discussed closer to the event.
 - **The motion passed by majority vote.**

Annual Field Opening- Saturday, March 12, 10 AM, Hamburger/hotdog lunch \$5

South Woodstock Festival

- John Paul Fundraiser, individual club members are invited to fly on the Southwood ball field on April 30th.

Special Guest Speaker- Jeff Owens

It was a pleasure to listen to Jeff's presentation on the history of pattern flying. Jeff had his Curare (German ARF) and a kit built Deception from the late 1970's. Jeff suggested checking out a more modern pattern plane, offered by Tower Hobbies, the "Kaos". Jeff discussed the different types of pattern flying over the years, such "ballistic" flying and a more recent turn around type of flying. We also learned about the senior pattern association and the fellowship over the years. 2016 is the 25th anniversary of the SPA and Jeff is currently the president. It was a fantastic, informative, and very interesting presentation. Thank you Jeff for taking the time to share everything about pattern flying!

Adjournment

The meeting was adjourned by the president @ 2032 EST (8:32 PM). Please contact Jay Wiggins, moonangelb@gmail.com or 850-228-8759 if you have any question, concerns or suggestions regarding the club.

2016 Meeting Calendar

All general club meetings will be held the 3rd Thursday of each month, 7PM, at Beef O'Brady's. You are encouraged/welcome to arrive as early as 6PM for food and fellowship. There is NEVER any obligation or pressure to purchase food or beverage to attend our meetings.

Members and Friends News

New Club Members

Please welcome our new member Gary Parker and new junior member Pearson Parker when you have the opportunity.

2016 Club Dues Are Past Due

This is the final reminder. 2016 club membership dues should be paid before the beginning of the calendar year. According to our current bylaws, members who have not paid their dues by the end of our March club meeting will be dropped from club membership.

If you want to mail a check, send it to:

Bill Ashbaker
Seminole Radio Control Club
2509 Napoleon Bonaparte Drive
Tallahassee, FL 32308

If you prefer to use PayPal, the dues amount may be slightly higher to cover PayPal fees. If you have sufficient funds in your PayPal account, there is no extra fee. If you use your PayPal account to pay from a credit card account, the due are: \$62.10 for general membership, \$77.55 for family membership and \$21.70 for junior membership.

To pay, log on to PayPal, click the Send Money Tab and enter to:

SeminoleRadioControlClub@gmail.com

AMA Membership

13 members have let their AMA memberships lapse. These members are asked not to fly until their memberships are renewed. AMA membership provides liability insurance so we may be in compliance with Leon County laws and rules.

Vintage Pattern Flying

A Brief Overview of How It Used to Be (and is again)

By Jeff Owens

There was a time in the 1950s when a successful RC flight meant you got your airplane back – it might need some repair, but at least you got it back. As time went on the more adventurous souls tried some basic maneuvers like loops and rolls, but even these presented strong challenges. Fast forward a few years and tremendous strides had been made in all aspects of the equipment – engines, radios, and airframes. The drive to duplicate maneuvers flown by full scale aircraft led to rapid advances in the hobby. The period from the late 60s to the mid-80s is often referred to as the “Golden Age” of pattern flying. Many clubs held pattern contests – often as a way to raise money. The airplanes were relatively simple to construct and really resembled what we might today call sport models. Every club had numerous examples of planes such as the Kaos, Super Kaos, Kwik Fli, etc. The maneuvers flown were basically variations of loops and rolls put together in various combinations and the classes were graduated in difficulty so there was a spot for just about anyone who was interested in improving their skill level. One maneuver would be flown on each pass by the judges with time to turn the plane around and relax before doing to next one. In time the models did grow in sophistication and it wasn't long before retractable landing gear and tuned pipes were common. The planes were fast, the maneuvers were big and this became the era of “ballistic pattern.”

By the mid-1980s developments in other parts of the world were causing a push toward a new style of flying – turnaround pattern. Noise considerations in densely populated areas meant that the planes had to be made quieter and their flight paths made more compact. Turnaround pattern involved flying the maneuvers in an aerobatic “box” with maneuvers judged in the center and during each turnaround. Essentially, the flight became one long continuously judged sequence. The planes had to fly slower, but also had to have greater vertical performance.



This required more powerful engines and lighter airframes. Up until this point most of the engines were two-stroke 60 sized, but now people started experimenting with larger 4-stroke engines, thereby adding complexity and cost. Finally, in 1996 a drastic change was made – any size engine could be used, but the plane had to fit in a 2 meter box – that is there was a 2 meter constraint on the length and the wingspan. Also, there was a weight limit of 11 pounds. Planes started incorporating high-tech construction with Kevlar, carbon fiber, titanium and so on. Engines became more complex with some even using computerized fuel injection. The day of the multi-thousand dollar pattern plane had arrived.

This was a far cry from the Golden Age of pattern and many former pattern flyers dropped out of competition. Recognizing that there was still as desire to fly the old-style pattern, Mickey Walker from Atlanta founded the Senior Pattern Association in 1991. This was originally supposed to be an annual contest using simple airframes from the 70s and the whole idea was to have fun. But it was so popular that before long there were multiple contests each year and the membership grew rapidly. This year is the 25th anniversary of SPA and we now are a national organization and a registered Special Interest Group (SIG) of the AMA. Contests are held throughout the Southeast and as far west as Texas. Currently I am serving as the President of the SPA. Our contests utilize designs flown in competition prior to 1976 and we avoid the use of retracts and tuned pipes in order to keep the costs down. We fly center-judged maneuvers using the rules from the Golden Age time frame and we put a strong emphasis on having fun. There is another organization – the Classic Pattern Association – that flies designs up through 1996 and that does allow retracts and tuned pipes. But the patterns are still the center-judged types just like it was back then.

Tallahassee has a long history in the area of pattern flying. In the 1970s Rhett Miller III and his Dad designed

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the Compensator pattern plane. He was very successful with this, becoming the National Champion while still in high school, beating many contestants who were older and more experienced. Rhett was also on the 1975 US International Pattern Team. I flew a Compensator for several years and have two more in kit form. Gordie also has one of these highly prized kits.

The challenge of pattern flying is to precisely execute a series of maneuvers in front of a set of judges, following the maneuver descriptions laid out in the rulebooks. While a loop or a roll may look simple, it can be very challenging to do three identical loops in a row or to do three precisely centered axial rolls. It takes patience and practice. But in the end, it is you and the airplane trying to paint a precise image in the sky.

It used to be that everyone built their own airplanes from kits and there many to choose from. These days ARFs tend to dominate and the choices are fewer. But there are some that are commercially available and there are several manufacturers that supply plans and short kits (just the wood parts and perhaps foam cores for the wing and stab.) The problem with ARFs is that once a run of

airframes has been sold the manufacturers often discontinue the model. With a kit you can always build another.

These days Tower Hobbies has brought back the venerable Kaos 60 in ARF form. This is a recent development and I expect to see a number of these at contests this year. One SPA member has said that he will have his at Perry. Tower also has a reasonably priced 40 sized version of the Kaos. There is also a new ARF version of the 1969 and 1971 world champion Maribu being marketed by Sky Aviations in Europe. They do ship to the US. I know of at least one SPA member who has one.

At the end of this article I have listed a number of web sites where you can obtain additional information on our form of pattern flying and on the available models. Many more links can be found at the SPA web site listed below.

So, if you think that you might enjoy the challenge of learning to fly large graceful maneuvers with a plane that is both fun to fly and precise in its handling, you might give pattern flying a try. I will be happy to be of assistance.

Links to Online Sites

Senior Pattern Association – www.seniorpattern.com

Classic Pattern Association – www.classicpatternassociation.com

Tower Hobbies – www.towerhobbies.com

Classic Pattern News from Europe and elsewhere – www.classicpattern.com

Sky Aviations – www.skyaviations.com

Seminole Radio Control Club

Tallahassee, Florida

Officers

President	Jay Wiggins moonangelb@gmail.com
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Treasurer	Bill Ashbaker bill.ashbaker@comcast.net
Field Safety Officer	Tristan Seeley aerialpromotion@gmail.com
Field Marshal	Gordie Meade imeade@fsu.edu
Training Coordinator	Geoff Lawrence k4nkc@comcast.net

Media Managers

Web Master	Jeff Owens jfolso@comcast.net
Newsletter Editor & Publisher	Bill Ashbaker bill.ashbaker@comcast.net

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	Randy Yarborough 850-523-0020
Jeff Owens 850-644-4765	Jim Ogorek 850-766-2477
Bill Ashbaker 850-656-5932	Matthew Hendrix 954-448-2738

Field Hours

Electrics/Sailplanes	9:00 AM till 9:00 PM
Gassers/Nitros	12 Noon till Dusk
Electric Service	8:30 AM till 9:15 PM

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

www.seminolerc.com