

The Seminole Flyer

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

JANUARY 2011

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Letter from the Editor- Fred Schmidt

Welcome to the inaugural flight of the "new guy on the block" newsletter! Steve has done a fantastic job providing the struts and cover for this plane. Thank you again Steve for developing this platform and maintaining it for so many years. Let's see if I can land this one.

I thought it might be interesting to introduce something to challenge us with this winter. Now that we have power at the field, how about a little Night Flying! As we have agreed, we are limiting night flying activity to electrics and must finish activities by 9pm to live within our agreements with the County and local neighbors. To get us started, I have inserted an edited version of material I found at www.rcnightflying.com. The bulk of the information is the material of the site's author and dates back to a time before LED lighting systems were readily available. But I think the information is a good beginning. In doing a little research, I've found all kinds of interesting systems for putting lighting on planes and helicopters. See the resource links after the article.

Fred



Chief Pilot- Jim Ogorek

It is hard to sit here and write those opening words after reading them for so long from Dr. Mike. I have big shoes to fill, and with the support of my fellow executive board members, will do my best to continue moving Seminole RC forward.

It is the day after Christmas and as the winds blow and.....dare I say... a few snow flurries fly, I hope you all have had a joyous holiday and are looking forward to the New Year.

For my first newsletter, I would like to outline some basic ideas I have for this year to see how we can make Seminole RC a presence here in Tallahassee. In the past we have done many small outreaches, and while we have had success with "Fly for the Cure" and "Toys for Tots", I think we have forgotten some of our own roots -- to promote the hobby of RC model building and flying. Our future success and existence lies in the expansion of our club by bringing in new and younger members.

- Late this fall, Dr. Mike had proposed a joint meet-and-greet with the running club. We are going to be in joint usage with them so we might as well get to know them and to make them safety-aware of us.
- I would like to see us reach out to the Scouts in the area, both boy and girl and see if we could establish a rapport in helping them gain their Aerospace merit badges. We have a lot of very knowledgeable people in our organization that could do a great job in assisting these young people in learning about the world of aviation.
- I would like to establish a couple of community open house fly-ins, an open invitation for the general public to come out and witness what we do and do well. Invite those in attendance to fly via buddy boxing. Publish the dates in the local paper and news media announcing the chance for the public to come on out and try their hand at flying.
- But one of my first goals will be to have an official opening day -- a day for just us -- the current membership of the club, to come out as one and enjoy the flying fellowship. Maybe a small landing fee to help offset the food cost, but that would be it -- a one time charge and enjoy the day. Some flying events, a lot of ground chatter and good-natured ribbing would be in order.

These are just some ideas for thought and as we move into the prime flying season. You probably have some as well, and I'd love to hear them. I will be working with you, the members of the club, to make us better known in the coming year while we continue to have a wonderful time with our hobby.

Gear down and locked, clear to land,

Jim

Chief Copilot- Jeff Owens

[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".

January

6 – Club Meeting at Hobby Town

Chief Treasurer- Bill Ashbaker

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

Seminole Radio Control Club
Financial Statement for Month Ending December 28, 2010

Checking Accounts

Capital City Bank
Premier Bank

Savings Accounts

Capital City Bank

Other Accounts

PayPal

Cash on Hand

Total Assets

Liabilities

Outstanding Checks

Net Funds Available

Income

Dues/New Memberships
Activity Sales
Meeting Food Reimbursement
Contributions/Donations
Interest on Savings
Interest on Checking

Total Income

Net Cash Flow

Expenses

Field Maintenance
Repairs & Supplies
Field Improvements
Awards
Miscellaneous Expenses
Donations
Banking Fees

Total Expenses

Chief Scribe- Chris Bailey

The December meeting was called to order by Vice President Mike Kinsey in Mike Atkinson's absence at 7:25pm on Thursday, December 2, 2010.

Welcome Josh Slappey, guest of Jeff Owens (son-in-law).

Theo Titus read the Treasurers Report. Theo pointed out the Porta-Potti has been removed along with its' monthly charge. Theo states he has obtained new fire extinguishers and will mount them next trip to the field. Motion to accept the Treasurers Report was made, seconded and passed.

Geoff Lawrence stated the minutes of the November, 2010 meeting were posted in the current Newsletter. With no questions or corrections noted, a motion to accept the minutes was made, seconded and passed.

Old Business

- Mike A. will be obtaining locks for the new electric box timers.
- New Business
- Jim Ogorek suggested, as Veterans Day just passed, it would be a patriotic gesture to fly the American flag at the field. Frank Bastos graciously donated the flag.
- Jim Ogorek will donate some compact fluorescent lights to hang in the shed for evening flying.

- Geoff Lawrence presented his findings in rewiring an old computer power supply to provide 12 volts for powering DC chargers at the field using the new electricity.
- Frank Bastos thanked everyone for their participation in the Toys for Tots Fly In. The club raised about \$250 after expenses and filled two huge boxes with toys. Frank suggested we could grow that donation considerably next year if we appoint a club member to solicit commercial donations.
- Dan Ouellet recognized Franks Bastos with special thanks for all he and his family did in hosting the Toys for Tots Fly In. The Club responded with a hearty round of applause.
- Jeff Owens stated it's time to renew our AMA Gold Leader Club certification. We need to order a Model Aviation subscription for donation to a school.

Elections

Geoff Lawrence stated the current nominations for office are:

Jim Ogorek for President

Jeff Owens for Vice President

Bill Ashbaker for Treasurer

John Hall nominated Chris Bailey for Secretary.

Chris Smith made a motion to accept the current slate of nominations as 2011 Officers. The motion was accepted, seconded and passed.

Dave Humphreys was nominated and elected for 2010 Club Member of the Year.

Announcements

Mike Kinsey will be responsible for having the mower serviced prior to the next mowing season

A special round of thanks was given to Mike Atkinson for his Club leadership over the past two years.

With no more announcements and no more business, a motion was made, seconded and passed to adjourn at 8:00pm.

SPECIAL THANKS TO FRANK BASTOS FOR USE OF THE HOBBYTOWN TALLAHASSEE FACILITIES AND PIZZA

Night Flying

Excerpts from "Bill" @ www.rcnightflying.com

What is RC Night Flying?

As you may have guessed, RC Night Flying is the act of flying a radio-controlled model airplane *at night!* At first, you may wonder how this is possible. Apparently, a number of RC enthusiasts (myself included) have pondered this problem and have come up with some varied and creative solutions. Some solutions are deceptively simple, whereas others are rather complex.

This is the real problem: how to illuminate an aircraft in the dark. After all, if you can't see it, you can't fly it.

Night flying is a practice and an art that stands on its own. When flying a model airplane, all that should be involved is the airplane and the pilot. So, as it turns out, the best way to illuminate an aircraft is to put lights *on* the aircraft. And in order to do this, one needs a light source, and a power source (to power the lights).

One's perspective of an aircraft in the dark is much different than during the day, because during the day you can see the aircraft. At night, all that is visible is a pattern of lights. The first few flights at night should be simple ones (take off, fly around in circles, and land), because the first few flights will be lessons in orientation. And it is important to be very familiar with flying an aircraft during the day before taking the same aircraft up at night. This way, it makes it easier to predict where the plane should be headed and how it should be oriented after issuing control inputs. You will need to be able to predict the movements of your aircraft until you become familiar with the new perspective that the nighttime offers.

The bottom line is, if you can make your aircraft (or its outline) visible in the dark, then you can fly it.

How to Get Started in RC Night Flying

Before you begin night flying, it is important to understand some basic concepts about how the eye works.

The eye is sensitive to contrast. The greater the contrast between objects, the more detail the eye can discern. That is why it is important to fly only when it is very dark (preferably on a clear, moonless night, away from the city) for your first few flights. This will actually make it easier to see your airplane, because the darker it is, the wider the pupils of your eyes will open, and the easier it will be to see the lights of your aircraft, for they will present a high contrast against the blackness of the sky. Also, it is important to keep in mind that your eyes can take up to 25 minutes (or more) to fully adjust to darkness after being exposed to bright light. The brain works in conjunction with the eye to protect the optic nerve and the retina from over-stimulation, therefore the eye is much quicker to respond when adjusting to light than it is when adjusting to darkness.

A good lighting configuration is essential to a successful night flight. Remember that when you fly at night, your perspective will be very different from what you are used to seeing during the day. In the daylight, you can see your entire aircraft. At night, all you can see are the lights that you have on your aircraft. In other words, you don't fly an aircraft at night - instead, you fly a pattern of lights. You have to use some imagination to translate that pattern of lights in the sky into something that resembles your aircraft so that you can determine its orientation.

Perhaps the simplest *effective* lighting configuration consists of four (4) points of reference: wing tips, nose and tail. The wing tip reference lights help you determine the orientation of the aircraft along the roll and yaw axis, whereas the nose and tail reference lights help you determine the orientation of the aircraft along the pitch and yaw axis. The combination of all reference lights forms a sort of "T" pattern, making it relatively easy to judge the orientation of the aircraft.

You will need visibility from the front for when it comes time to make your landing approach. It has been the author's experience that the orientation in which the plane is least visible at night is when it is coming directly toward him. Therefore, all configurations that include some forward-facing wing tip lights and a light in the nose are probably best. Different color lighting on each wing tip (traditionally, red on the left and green on the right) also helps eliminate disorientation problems that accompany certain aircraft positions.

The lights in the nose and tail should be visible from above and below as well. You might think at first that you would only really need to light up the bottom of the aircraft, since one has to look up to see the airplane. However, the top of the airplane is actually visible perhaps more of the time than the bottom, since it tends to bank toward the flight line when making turns around the field. The bottom really is only visible when flying overhead. But it is necessary to be able to see both the top and the bottom of the aircraft.

One cannot fully emphasize the importance of being familiar with the plane you want to fly at night. The more comfortable you are flying it during the day, the easier it will be to make the transition into the night. But don't be fooled by your confidence. No matter how well you feel you know your aircraft - no matter how long you have been flying it - it will be a different experience flying it at

night for the first time. Do not plan to do anything fancy during your first few flights, because your first few flights will be used to learn some new skills (or at least sharpen ones you already have).

Probably the most important thing you can do before making your first flight at night would be to relax, close your eyes, and *imagine* your first flight. Plan your flight so you know exactly what you are going to do, and don't plan to do anything more than take off, fly around in circles, and land. That will be enough for your first flight. The objective of your first flight should be to become familiar with how your plane looks in the sky, and how the pattern of lights can play tricks on you in certain orientations. The important thing is to remain calm. Be as aware as you can be of the orientation and direction of the plane. If you lose perspective, the disorientation should be only temporary - watch the plane come around until you can identify its orientation in a new position before issuing additional control inputs.

It also helps immensely to have someone with good eyesight stand next to you to help talk you through any disorientation you may experience. An extra pair of hands is also helpful when preparing your aircraft for flight. Chances are, you will need a flashlight or some source of light to use while refueling and starting your engine. Astronomers use red light as it helps to keep your pupils dilated. This would also work well for night flying. Otherwise, if you have an assistant, have him or her hold your plane for a few minutes when it is ready to launch, to give you a chance to close your eyes and allow them to adjust to the darkness after having been exposed to the light in the pits. When you're ready, give the signal to launch, and enjoy the ride!

Landing is probably the most difficult night flying maneuver, especially if you cannot see the runway. Before flying at night, you should have a good mental picture of the runway as it looks during the day. Pay close attention to how your plane looks on approach, touchdown, and taxiing on the runway during the day. This will be of some benefit to you in the dark, especially if you stand in the same place to fly at night as you do during the day.

The author's experience has demonstrated that one does not need to be able to see the runway in order to land, any more than one needs to be able to see the airplane in order to fly at night. If you can fly by lights, you can land by lights. Therefore, all you need are a few (or just a couple) reference lights on the runway to let you know where the sky ends and the ground begins. Probably the simplest way to add reference lights to the runway would be to crack a couple chemical light sticks and toss them out on the ends (or wherever they work best for you). A friend of mine uses a couple of homemade lights consisting of a few LEDs and some old rechargeable NiCd batteries, providing just enough light to mark the runway, and they last all night long!

Here are some "Safety Shorts." You can visit www.rcnightflying.com for full details.

- Avoid solitude – fly with someone else present
- File a flight plan – let someone else know where you are going and how long you plan to be there
- First Aid – have a basic kit on hand
- Follow AMA guidelines – location, flight conditions, flight lines, communicate with other pilots, etc.
- Avoid Dusk – lighting can be tricky at and just after dusk. Shadows can also render the plane invisible if the sky is still bright.
- Avoid bright lights during flight – car headlights, etc.
- Bring clothing layers – it cools quickly after sunset (at least at some locations and during some months).

- Conduct thorough preflight checks – more critical as any failure in the dark will be more challenging.
- Consider separate circuits for lighting – losing the tail light won't be devastating if you can still see the wings and nose. Losing all lights would be more than interesting.
- Separate lighting power source from radio power source

Your success and enjoyment with night flying will be solely up to you. Relax, have fun, and progress at a natural rate.

With practice, you too can create some modern art...



Night Flying Resources:

<http://www.glowire.com>

<http://www.lazertoyz.com>

<http://www.rcnightflying.com>

<http://www.rc-lights.com>

<http://www.superbrightleds.com>

http://www.rc-cam.com/led_info.htm

And of course, Hobby Town!!!

Items For Sale

David Settles has some fun for sale. Contact him after 5pm at 421-1615.

- Axi helicopter kit 90% complete \$600
Comes with extra parts and very nice BNF T-Rex 500
- Hangar 9 F-22 airframe
no crashes just a little hanger rash.
any reasonable offer. I'll just never get around to flying it.
- Hobby-Lobby mig-15 New never opened \$100
includes battery etc. this is receiver ready.
- RcLander F9F-2 new unboxed \$100
with metal retracts

Seminole Radio Control Club
Tallahassee, FL
AMA Charter #216, 1969-2010

SRCC Officers

President – **Jim Ogorek**
Vice President – **Jeff Owens**
Secretary – **Chris Bailey**
Newsletter Editor – **Fred Schmidt**
Treasurer – **Bill Ashbaker**
Field Safety Officer- **To be Appointed**

Field Hours

Electrics/ Sailplanes- 9:00 am till 9:00 pm.
Gassers and Nitro- 12 Noon till Dusk.
Electric Service- 8:30 am- 9:15 p,m

Training Notes

To schedule a training time contact Mike Atkinson.

Flight Instructors

Mike Atkinson- Primary/ Advanced Fight Instructor	926-4692
Geoff Lawrence- Primary/ Advanced Fight 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 Fight 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. We will, however, accept anything to make it easier for those who wish to contribute. Submissions are due no later than the 28th of the month. Send your submissions to Fred Schmidt. schmidtfjs@gmail.com