

The Seminole Flyer

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Academy of Model
Aeronautics
AMA Charter #216, 1969-2011



"The Seminole Flyer" is a publication of the Seminole Radio Control Club of Tallahassee, Florida **January 2012**

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Letter from the Editor- Fred Schmidt

We are in the dead of winter (77 degrees on New Year's Eve?) and still flying! I made it out to the field on New Year's Eve day and experienced a truly nice day of casual flying. The field is in terrific shape. Even the ducted fan jets were taxiing with relative ease on the short, dry grass. As we sat there discussing the months to come, a couple of ideas surfaced.

First, we have not had a well-attended float fly in some time and I was asked if there was the promise of one on the horizon. Certainly, the lake at my home is full of water and ready to serve – all we need to do is pick a weekend that will promise good weather and keep me free of potential work conflict. We will discuss ideas at the next meeting.

There was also some interest in taking advantage of the early sunsets to conduct another club night fly. There are quite a few more lit planes (and we are talking about the planes, not the pilots!) ready to take to flight. Let's look for potential opportunities for that as well. As I write this, it's dropping to 20 degrees tonight – oh well, it'll warm back up.

In this month's edition, one of our club members takes a very special flight – read further for details!

Fred

Chief Pilot – Jim Ogorek

Well another year has come and gone and we have been blessed what great month of December flying.

Hope that all of you got what you wanted for Christmas, I sure did. The joy of having our first Grandchild. I can't wait till he can hold a transmitter.

Your current executive board has signed on for another year and we all look forward to serving Seminole RC in the best capacity we can. This past year saw some ups and downs, but for the most part we all survived a great year of flying. Let's hope 2012 is as good.

We are starting the New Year on a positive outreach note. We have been asked by FSU to fly the blimp at the men's basketball home games. I agreed to this request and currently have a couple of the club members willing to assist. Good community PR for us. Next we are participating in The Museum of Florida History (MFH) Children's Day on January 28th. We have been asked to do a static display along with a Flight Simulator setup that might be done in one of the theaters. Now that is "BIG SCREEN". We will have an area inside and out to possibly fly some of the small electric helicopters. Then on February 11th, we are back at MFH displaying some War birds celebrating the Black Wings Exhibit Program.

As we start out in this New Year I would like for all the members to think of ways we can do more outreach in the community. Each week I see articles in the paper about the running clubs that have become a big part of the Apalachee Park program. We have been there the longest and not a thing is ever mentioned about us. We need to be noticed to assure the community we are not just boys with toys and that we do offer an alternative for kids especially, to learn about aerodynamics and the joy of flight.

See you at the field.

Jim

Chief Copilot- Jeff Owens

I am writing this on New Year's Eve so – Happy New Year! The Christmas break has been quiet and I've found some time to get into the shop. In order to conduct the engine tests I discussed last month I will have to face up to the task of monokoting the Deception. I finally decided on the color scheme and I got the bench area more or less straightened up and cleaned to the point that it is suitable for the task at hand. I even started the monokoting today! Getting started is always the hardest part for me. Once I get going, it won't be too bad (I hope).

We've been blessed with some nice weather this past month, but you can bet that there will be some cold snaps during the next month or so. On days when it is too cold to fly (we each have our own personal tolerances – mine used to be 40 degrees, but now it is closer to 55) one has the opportunity to check over the planes and equipment in the shop. How old are the various batteries? Do they still hold a charge? How are the linkages, connectors, various nuts and bolts, etc? Check your hinges – they can break or pull loose from the control surface. Is the engine mount tight? I'm thinking of these examples based on my own experience. I'm sure that each of you can think of others!

Back in the late 70s and early 80s Dave Brown (former AMA president) was a top ranked pattern pilot who worked for World Engines in Ohio. Back then the pattern planes often had fiberglass fuselages and one-piece wings. A story was told about Dave having a van that would hold his plane fully assembled, so he would keep it all together and just charge it in the van so that he was always ready for a practice flight should the opportunity arise. On one occasion he noticed some glitches in one of his controls while flying. Fortunately, he was able to land the plane and take it apart for inspection. It seems that one of the servo leads had worn through the insulation due to rubbing on the fuselage interior. So, the lesson is that it is good to take things apart for inspection and, if necessary, repair.

In closing, I wish you all a happy, enjoyable, and productive 2012!

[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".

Chief Scribe- Chris Bailey

Minutes for December 1, 2011

The meeting was called to order by President Jim Ogorek at 7:13 PM. An appreciative round of thanks was given to Dave Humphreys for providing the food and Fred Schmidt for doing the grilling. The November minutes were approved as published. The November treasurer's report was approved as published.

Two guests were introduced (but I didn't get their names...)

Old Business

1. Current electricity usage is running about \$24 per month.
2. The Marines are not doing Toys for Tots this year, due to lack of funding. They handed it over to the Salvation Army. Jim Ogorek contacted them, but they were only willing to accept money – no toys. They said that they would buy the toys. So, Jim decided that it was best for the Club not to participate this year.
3. Reminder – there will be an informal Warbird fly-in on Saturday December 3, 2011 starting at noon.
4. The current Officers were approved for another year by acclamation.

New Business

1. Damage to the legs of one of the tables was reported. A discussion of video surveillance cameras followed but it was decided not to do anything about them. Rather, Charles Samaha will make a sign saying "Warning – Video Surveillance in effect" or something along those lines. Perhaps a warning will be a deterrent.
2. The shed roof needs to be reattached in several places.
3. A hearty round of thanks was given to Gordie Meade and all who helped maintain the grass this year. Well done!
4. The Museum of Florida History still wants us to put on an exhibit in January – details will follow when known.
5. The Brogan Museum of Arts and Sciences wants us to do an exhibit in February. Details to follow.
6. Dues for 2012 are now due. Payment may be made in cash, by check or through PayPal (which requires a small surcharge.) See the email from Bill Ashbaker.

There being no further business, the meeting was adjourned at 7:30 PM.

Chief Treasurer- Bill Ashbaker

Seminole RC Club

Financial Statement for November 28 through December 30, 2011

Accounts

Premier Bank Checking
Premier Bank Money Market Savings
PayPal

Cash on Hand

Total Available Funds at End of Month

Income

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

Expenses

Mower: Maintenance
Field: Improvements
Field: Maintenance
Field: Lease
Publications
Donations
Fees: AMA
Fees: State of Florida
Fees: Bank
Meeting: Food & Refreshments
Insurance: Mower
Miscellaneous
Utilities: Electric

Total Income

Total Expenses

Net Cash Flow

We have two return members, Bob Calvert and Tom Whitworth. Please welcome Bob and Tom back at your first opportunity.

It is annual dues time again for both our club and the AMA. Both are important. If you have not renewed, please do as soon as you can. So far, 58 of our 98 members have paid our 2012 annual dues. That's only 59 percent.

72 of our members have renewed their AMA membership. That's 73 percent. However, we need 100 percent of our members to be current with AMA. This is necessary to cover potential liability and to comply with our land lease with Leon County.

Flying the FIFI – A Memory for a Lifetime



One can only imagine what it would be like to have been the bombardier of a B-29 back in World War II. You can check out a model at Hobby Town and see all the likely experiences a member of the flight crew would have. You could load up a receiver and take it to the club field and fly such a model to try to understand the experience of piloting such a plane -- just imagine...

Well, actually, not so for one of our own!

Fellow Junior Member, Austin Pandolfi, just turned 18 years old on December 30th and is a senior at Leon High. You may have seen Austin at the field in his 1966 vintage Volkswagen bus, named Beaufort. Austin has been in SRCC since 2007, but has loved aviation his entire childhood, especially WWI and WWII warbirds.

Recently, Austin attended Wings Over Houston. Look very carefully at the above taxiing B-29 "FIFI" and you'll catch a glimpse of Austin as he prepares the coveted bombardier station for FIFI's next flight with him in that position.



Fifi is the only flying B-29 bomber in the world and was restored by the Commemorative Air Force in Texas. Austin also had the pleasure of meeting Lt. Charles G. Chauncey, who piloted the B-29 Goin' Jesse during WWII. Along with our club's Ory, Austin has met some pretty incredible WWII pilots. It was an incredible flight and experience. Mr. and Mrs. Pandolfi, whom you may have seen out at the field with Austin, have supported his aviation interest with enthusiasm and are quite proud of their son. Austin is a "straight A" AP/honors student and also a student pilot. Next time you spot Austin at the field, I'm sure he'd be more than happy to share his experience.

For further interest, here's a brief history of the Boeing B-29 as found on the FIFI's web site.

History of the Boeing B-29 Superfortress America's first Very Heavy Bomber



The Boeing B-29 Superfortress was the first very heavy bomber built for the United States Army Air Forces. Boeing submitted the design for the Superfortress in May of 1940, in response to a call for the most advanced bomber of the time, three months later the USAAC approved of the original design, and Boeing began building the prototype. The first flight of the B-29 occurred on 30 December 1942. Due to the Superfortress being the most technical advanced bomber of the time, there was extensive changes and modifications made during the development of the aircraft before it entered service in April of 1944.



The B-29 is most well known for two missions that occurred in August 1945, the missions flown over Hiroshima and Nagasaki that lead to the end of World War II.

The B-29 would continue to serve in the United States Air Force through the Korean Conflict before being retired in the 1960s. Today approximately twenty-five aircraft remain, with only one



being airworthy.

Basic Info

- **Crew:** 11 (5 officers, 6 enlisted)
- **Length:** 99 ft 0 in (30.2 m)
- **Wingspan:** 141 ft 3 in (43.1 m)
- **Height:** 29 ft 7 in (8.5 m)
- **Wing area:** 1,736 sqft (161.3 m²)
- **Empty weight:** 74,500 lb (33,800 kg)
- **Loaded weight:** 120,000 lb (54,000 kg)
- **Max takeoff weight:** 133,500 lb

- **Powerplant:** 4× Wright R-3350-23 and 23A turbo supercharged radial engines 2,200 hp each
 - These have replaced with a hybrid Curtiss-Wright engine

Performance

- **Maximum speed:** 357 mph (310 knots, 574 km/h)
- **Cruise speed:** 220 mph (190 knots, 350 km/h)
- **Combat range:** 3,250 mi (2,820 nmi, 5,230 km)
- **Service ceiling:** 33,600 ft (10,200 m)
 - We don't go above 10,000 feet
- **Rate of climb:** 900 ft/min (4.6 m/s)

Armament

- **Guns:**
 - 10× .50 in (12.7 mm) caliber Browning M2/ANs in remote controlled turrets
 - 2 x .50 in or 1× 20 mm M2 cannon in tail position (the cannon was eventually removed as



it proved unreliable in service)

- **Bombs:**
 - 20,000 lb standard



Photo courtesy National Museum of the U.S. Air Force

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	Dave Sellers

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

Primary/Advanced Flight Instructors

Mike Atkinson	926-4692
Geoff Lawrence	942-9807
Jim Ogorek	766-2477
Chris Bailey	322-4047

Primary/Advanced Helicopter Flight Instructor

John Hall	893-6457
Chris Bailey	322-4047

Ground School/Airworthiness Inst. (Fixed Wing)

Jeff Owens	894-2504
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Hobby Town Flight Demonstrator

Frank Bastos	671-2030
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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

SRCC thanks Graybar Electric in Tallahassee for its assistance in helping to upgrade our flying facility.

