

The Seminole Flyer

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

JUNE 2010

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Letter from the Editor- Stephen Warmath

Summer is upon us and you know what that means in Florida. Heat and humidity make the days outdoors a bit uncomfortable unless you are enjoying the pool, beach or lakeside. If you are standing at a pilot station, mid afternoon, 95 degrees and no wind, flying can be a challenge to your physical condition. Some safety advice includes: Don't fly alone, stay hydrated with water and stay in the shade when not flying (stay cool).

The calendar shows our War bird fly-in coming up June 12 and the Aviation Camp on the 16th. Contact Mike Atkinson if you want to help with the camp.

This month from the AMA "Insider" is a good article on "**Crashless Flying**". It's helpful to review some basics occasionally, no matter how experienced one becomes. Next for this month, "**Getting Started with Helis**" is a basic primer and some advice for those who want to give RC helicopters a "whirl".

Safe and Happy Flying- Steve.

Chief Pilot- Mike Atkinson

Until yesterday, May 27th, the month was looking less exciting than originally expected. We had a great turnout for the Flying For A Cure event (more on that later), but the cancellation of air shows and Airfest participation, gave us a little time to rest. Yesterday, however, I was notified about 9:15, the wooden shed at the airfield had been burned to the ground. Literally, the only things left were the metal roof panels and whatever metal objects remained from inside the shed. One of the garbage cans under the pavilion was also torched, leaving just a dried up pile of melted plastic on the floor. The Fire Inspector is going to put reward signs around the park for information regarding the arson, but we really don't expect to find out who is responsible.



Now the good news! Flying For A Cure was a great success! We had quite a few more registered pilots than ever before. Although it was very hot, everyone seemed to enjoy the early summertime. A very special thanks needs to go out to all the Hobbytown USA folks! Frank Bastos and Jim Ogorek represented the hobby shop very well, but it was Frank's wife, Suzan, and daughter, Samantha, who really went out of their way to help with concessions. Thanks to all of our other volunteers, as well.

The fencing has been up for about a month, now. There were no significant problems during the Flying For A Cure event, primarily because we opened the north side gate for overflow parking. A suggestion had been made to put another walk-thru gate near our parking lot. While that would be great for us, the county wants to limit those walk-thru areas to the far side of the property to persuade walkers to park in their parking area and travel down the west side of the property. The 8 ft. metal gate has been installed next to what used to be our wooden shed and worked nicely last weekend. The lock combination for that gate is the same as our original gate lock. If you can't remember it, ask one of the officers. The combination on the north gate is a word combination. If you don't know it, ask an officer. However, that gate should remain closed at all times unless you need access to the field for aircraft retrieval.

Finally, don't forget our Warbird Fly-in June 12th. This will NOT have a landing fee. Flying will be restricted to military-themed planes, helicopters, and other flying objects (i.e. tanks). We'll have another organization providing our concessions as a fundraiser. This will be a casual setting, so don't feel intimidated. Come on out and "fly what you got!"

See you all at the meeting June 3rd, at the field. Meet at 6:30 meet at 7:00.

Michael Atkinson- President SRCC

Chief Copilot- Mike Kinsey

[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".

June

- 3- Monthly Meeting at the Field 7:00
- 12- Warbird Fly-In
- 16- Aviation Camp 12:00- 2:30

July

- 1- Monthly Meeting at the Field 7:00
- 17- Float Fly?

August

- 5- Monthly Meeting at the Field 7:00
- 11- Aviation Camp 12:00- 2:30

September

- 2- Monthly Meeting at the Field 7:00
- 25- Club Fly-In

October

- 7- Monthly Meeting at the Field 7:00
- 9- Field Closed for Runners
- 16- Float Fly

November

- 4- Monthly Meeting at HobbyTown 7:00
- 20- Toys for Tots

December

- 2- Monthly Meeting at HobbyTown 7:00
- 4- Field Closed for Runners

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.

Seminole RC Club Treasurer's Report

Period Ending	(Last Reported)
Checking Accounts	
Capital City Bank	0.00
Premier Bank	0.00
Savings Accounts	
Capital City Savings	0.00
Premier Bank CD	0.00

PayPal Account			0.00
Funds for Deposit			0.00
Petty Cash			0.00
Total			0.00
Checks Outstanding			
Net Funds Available			0.00
Income		Expenses	
Dues / New Memberships	0.00	Plaques and Awards	0.00
Activities / Fly-ins	0.00	Field Maintenance	0.00
Sales (Hats-shirts-etc)	0.00	Repairs and Supplies	0.00
Contributions and Donations	0.00	Miscellaneous Expenses	0.00
Interest on Savings			
Interest on Checking	0.00	Bank Charges	
Total Income for Period	0.00	Total Expenses for Period	0.00

Chief Scribe- Geoff Lawrence

The May meeting was called to order at 7:05 pm on Thursday, May 6, 2010 by Vice President Mike Kinsey in for President Mike Atkinson's absence. Welcome new members Ron Holbrook, Clarke and Kelly Rudd.

Theo Titus read the treasurers report and reported an amendment to the currently published version. Theo reminded the Club that dues are up for renewal on July 1. Theo is working out procedures so we may renew via PayPal again. Motion to accept the corrected treasurer's report was made, seconded and passed.

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

Old Business:

- Fred Schmidt reported he received a letter from the Killearn Lakes Homeowners Association thanking us for participating in their neighborhood picnic and fishing tournament with our float flying. The next Lake Monkey Business float fly is tentatively scheduled for July 17.

- Geoff Lawrence presented the need for a gate by the wooden shed to allow unloading of large aircraft. Dave Sellars suggested another walk through gate to our parking lot may be needed.

New Business:

- The issue of AC power at the field was again discussed. Club Electricians Bill Rogers and Don Dodson estimated it would cost the Club about \$2000 to bring power from our neighbor's closest pole, underground, and to our shed, not including County charges and fees. Mike Atkinson will discuss with Parks Director Pat Plocek.
- Jeff Owens reported we were uninvited to fly at the upcoming Quincy Airfest. Jeff explained this was not a decision of the local chapter of the EAA (Experimental Aircraft Association) but one made by the Quincy Airport Authority for perceived safety issues.

Announcements:

Theo Titus presented his enjoyable experience at the SEFF (Southeast Electric Flight Festival) FlyIn in Americus, Georgia. Theo reported Horizon Hobbies flew 62 aircraft simultaneously.

The need for a new windsock was brought up. Jim Ogorek and Bill Rogers will look into raising the height of the windsock.

Frank Bastos announced major HobbyTown contributions to the upcoming Flying for a Cure and encouraged personal donations.

Don Dodson suggested a free and easy way to promote the Club and model aviation is to bring your old issues of Model Aviation magazine to doctor's offices and barbershops at your next appointments.

With no more announcements and no more business, the motion was made, seconded and passed to adjourn at 7:25 pm.

Crashless Flying [From NOTAM, Lewis Jordan, Editor](#)

Fly RC long enough and you will experience a crash. However, some pilots seem to crash often—too often. Let's explore some of the causes of crashes and perhaps minimize crash opportunities.

Split Second Delay Crashes: High speed creates high loads on the plane's control surfaces and servos, causing a possible split second delay of control after a stick input. A split second delay is all that is needed when your plane is in some maneuver heading toward that ground at 100 mph (147 feet per second). Point the transmitter antenna at the airplane you can create a cone of science at your receiver, which can cause a control response delay.

Pilot Orientation Crashes: Another cause of crashes is a non-mechanical one: pilot orientation. If you are low and fast and lose orientation, expect a crash. Have your airplane flying level or in an up attitude while flying close to the ground.

Distraction Crashes: Another non-mechanical cause: distraction. If you allow yourself to be distracted, even for just a couple of seconds, you're likely to crash. If you were stung by a bee, step on what you think could be a snake, or have another critter eating your pant leg, put your plane in a series of tight loops with full up elevator, then take care of your business and your airplane will still be there when you can tend to it again, not two miles down the range. This may be overly simplistic, but you get the general idea. All pilots get distracted sooner or later. Think out in advance what you will do so your fingers will react when you do get distracted.

Aerobatic Crashes: Among the many maneuvers pilots enjoy, snap rolls are at the top of the list. Just be prepared for that fatal snap of a control surface during this maneuver. Pilots usually enter a snap full bore

with full deflection on all control surfaces. This can load your airplane up to as much as 30 Gs, plus air drag loads. Inspect your airplane carefully after doing this violent maneuver.

Elevator Crashes: Let's spend some time with the elevator. This is the most important crash prevention control on your airplane. First, the elevator itself must be built from good material. Too hard and brittle is not good; too soft is not good either. In today's world, the high-quality ARFs take care of this. Use your best servo in the elevator. I don't like the standard servos on any function except the throttle.

Buy some good servos for your primary control surfaces. Next, use only strong, stiff rod linkages from servo to the control horn. Fiberglass rod systems are great for long runs. Strong, stiff wire works well for short runs. It's very important to keep the bends in the wire to a minimum. Lots of pilots use them, but I don't like the flexible Nyrod-type systems. Any movement of flex here could allow surface flutter, and also cause a split-second delay crash. The plastic clevises and control horns supplied in many kits leave a lot to be desired. Get these items from Du-Bro or Hangar 9.

Dirt and grit will weaken the plastic clevis pin very quickly, and generally they are too soft and flexible. Consider using metal or the super strong carbon fiber clevises and control horns. Metal-to-metal contact is taboo, but most metal systems have an insulator to prevent any metal-to-metal contact. Always install a rubber or nylon safety "keeper" on this and on all your clevises.

Crashes are extremely frustrating and expensive. With a better understanding of what causes crashes, we can more easily prevent them.

Servo Damage Crashes: Servos can be unknowingly damaged by a hard landing or by bumping a control surface while loading the airplane into a car. What happens is the servo's gears get cracked but it continues to operate until subjected to flying loads, then the gears break. After a hard landing or a bump, and from time to time, check your servos by applying slight hand pressure to the control surfaces while operating the servo. If it takes hand pressure, it will usually stand up to flying loads.

Take-off Stalls: The airplane will very likely turn to the left during take-off. One method to prevent this type of crash is a high-speed takeoff run and a shallow climb after liftoff until maximum climbing speed is reached. Use rudder to maintain direction with very careful use of ailerons to stay level. If the engine quits on takeoff, don't try to turn back to the runway. Keep the airplane heading into the wind and make your landing.

Landing Turn Stalls: A very common pilot error occurs while setting up a landing approach and performing too steep a turn from downwind to final. Airplanes stall at a much higher speed in a bank, and a steep bank into the wind will quickly slow the airplane and cause it to stall. Keeping turns shallow on your approach will help prevent this type of stall, and using rudder to turn will also help keep the turns shallow and reduce the additional drag of the ailerons. This becomes especially critical if landing dead stick.

Routinely check and tighten motor and engine mounting screws. Carefully inspect and test all flying surfaces. Pull on them to make sure the hinges are secure. Q

Getting Started with Helis

Written by: Michael Kranitz

If you are new to the sport of radio control helicopter flying, you likely are filled with both apprehension and excitement at the thought of flying your first helicopter. Yes, fear is mixed in as well. Not the fear of hurting yourself or someone else, but the fear of punching in a \$1,000+ investment! As you spend time with your helicopter, the fear will give way and eventually you will forget why you were apprehensive at all. To me, helicopter flying is the one of the most exhilarating and challenging radio control disciplines.

Heli flying takes a great deal of concentration and patience. The piloting learning curve varies among pilots, depending on their previous fixed wing aircraft experience and their sheer talent in manipulating R/C aircraft. The key to success with R/C helis is patience. If you can keep yourself from reaching too far beyond your skill envelope, you will be rewarded with an intact ship at the end of each flying session. I an impatient person and spent decades wrecking everything from control line airplanes to gliders, electrics and glow powered planes. Nothing could escape my powers of destruction. That is why my friends just smiled when I told them I was entering helicopters. When I made the choice to invest money and time into helis, I promised myself one thing: I would proceed slowly enough to achieve my goal of simply NOT crashing. That was several years ago and now I enjoy flying both scale and pod & boom helicopters. To get from here to there, this is what I think you need:

- Buy a good helicopter book. I recommend the "Safe and Easy Helicopter Flying" by Bob Motazed. Bob's book is excerpted on this site. Read the book!!!
- Get a good heli simulator. There are many good sims on the market. The investment is well worth it in real cash saved at the flying field. Check the [forum](#) for recommendations from fellow pilots. There are many high quality simulators to choose from. Your choice may come down to the library of aircraft or quality of realism, but I learned back when simulators were just beginning to bud and it worked fine then!
- Start with a larger sized glow or electric helicopter. Micro helis may look fun and inexpensive, but they are tough fly for a beginner. I personally recommend a .46-50 sized glow ship to begin with. The Thunder Tiger Raptor is my favorite. It is stable, reliable and big enough to eliminate issues with orientation and stability that may crop up with a smaller ship. The .30 sized machines are fine, but I prefer the larger ships.
- Get training gear! The spider legs may look funny, but they will help you learn faster and avoid costly mishaps.
- Try to locate an instructor. Although not impossible, learning to fly heli alone is daunting. Moreover, you miss out on great advice and the confidence building of a coach. Try our [Instructor Locator](#) tool.
- Invest in a good radio. JR has a nice 6-channel and other manufacturers (Hitec, Futaba and Airtronics) all make great radios. If you can afford it, I do recommend an 8+ channel heli with advanced mixing functions. You will find it overwhelming at first, but eventually, you will be glad that you have so much power at your fingertips.
- Take your time! The goal is NOT to fly. The goal is to NOT crash. It may not sound very lofty, but it will get you past the difficult steps and into the air much more quickly than any other way I know.

Safety in Everything

In our hobby, we always hear about safety. In helicopters, safety is even more of an issue that cannot be treated lightly. With rotor speeds averaging 1,600 RPM and blades typically 550MM long, a hovering helicopter just 25 feet away presents a real danger. Safety starts during the build process. Here are some tips:

- Use thread lock where indicated by the instructions. Do not skip these instructions. Helicopters vibrate tremendously and bolts can unfasten themselves on the first flight if they are not secured properly.
- Check all linkages during the build process and before every flight. Loose linkages can lead to disaster of epic proportions if a control surface becomes an "uncontrolled surface" mid-flight.
- Tighten all bolts before your first flight of the day after every 5 flights regardless.
- Check your radio range before your first flight of the day. Just do it and shut up.
- Ensure that all switches on your transmitter are in the proper setting mode. Many a flight failure has been caused by an errant switch.
- Check for proper movement of all control surfaces before every flight.
- When training, avoid spectators. Aside from the obvious safety issue, distractions will significantly affect your ability to perform basic maneuvers while training.
- Use common sense.

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 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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