

The Seminole Flyer

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A chartered member of the
Academy of Model
Aeronautics
AMA Charter #216, 1969-2011



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

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Chief Pilot – Jim Ogorek

Fellow fliers,

I want to start off by again thanking all of you who came out for our Memorial Day Fun Fly. Despite a couple of minor accidents, the day went well. Once again thanks to all who helped to make the day a success.

Many of you picked up your shirts and, to tell you the truth, I think we all look pretty darn good in them. I have heard a lot of positive comments and feedback on the way the shirts look and wear. As of this writing, there are 17 people who still need to get their shirts. See me at the meeting if you ordered one and have not picked it up. Or, drop me an email and we'll see how we can arrange pickup.

If you missed it, we had a short TV spot last Thursday night on "Live in Tallahassee" compliments of the Fox Network Channel. The show aired at 10:30pm following the news. It started out with the Tallahassee Museum Zip Line and then went to other happenings over the holiday weekend. We had the lead-in spot and it was a great piece on the club. I have requested a copy of the video from the host for the club to keep. I also offered to have the entire crew out for "Buddy Box" training flights. We'll talk more about this at the meeting.

Here's a link to our spot -- <http://www.youtube.com/watch?v=BagXPvIPRts>. I think we all did a fine job of showing Seminole RC in a good light.

Many of you will notice another starting table added to the flight line. Thanks to Mike Vickers for building and delivering it. I had it placed at the number 3 Pilot Station so those of you who fly electric now have a table to arm or disarm your planes at the flight line and don't have to bend over or kneel on the ground. One of the neat things about this table is that the hold-back posts can be removed so you now have flat surface on which to set your plane or helicopter.

I know we are all aware of the summer heat, but just a reminder: bring plenty of water and sun screen, stay hydrated and if you feel bad get out of the sun and sit down.

I hope we never need to call in an emergency, but just in case, the field address to give is:

7550 Apalachee Pkwy

Gear down and locked.

Jim

In case you had not seen this..... Something for Memorial Day.

B-17 in 1943

A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of World War II. An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named All American, piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron.

When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged.

There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunners turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still flew - miraculously! The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.

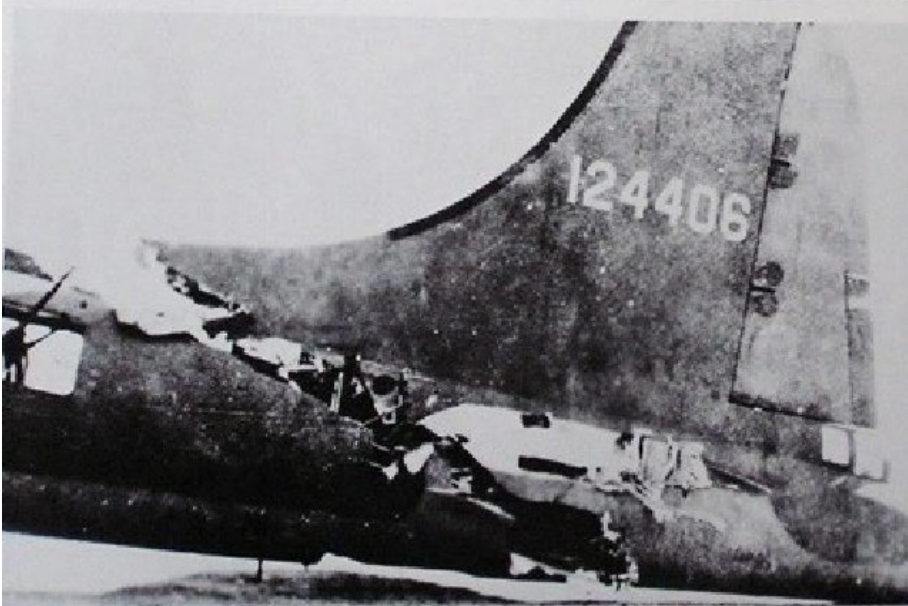
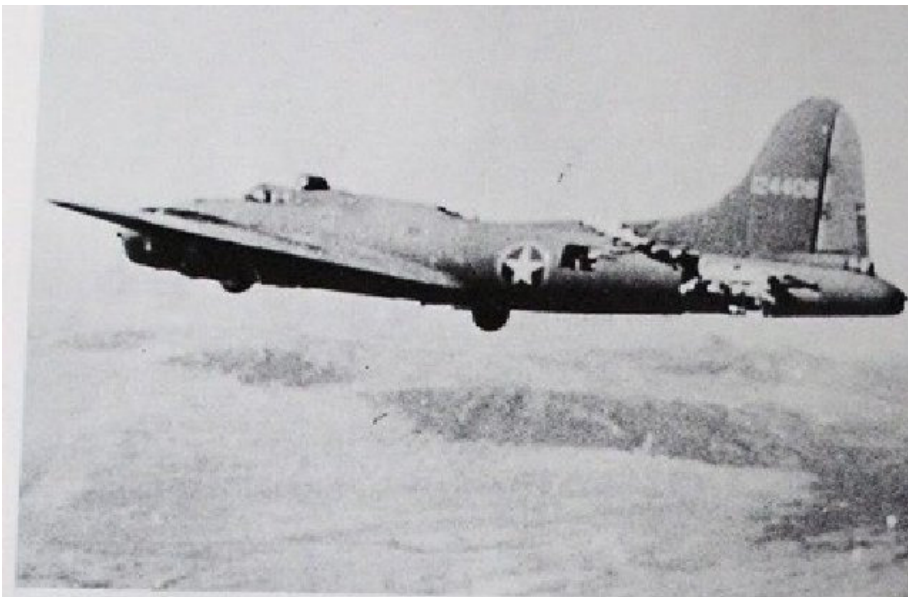
Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the empennage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The

fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane and land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed onto the ground. The rugged old bird had done its job.

I love stories about America's past..... pass this on to someone you know will appreciate this story.



Chief Copilot – Jeff Owens

There have been some behind-the-scenes developments concerning the Club web site. In December of last year I set up an account with Go Daddy.com and registered the domain name “seminolerc.com”. Previously, the account had been held by our former Treasurer, Sam Varn. Then, in May it was discovered that Sam had been, unbeknownst to him, paying Nettally.com for hosting our web site. At a time far in the past this service had been free, but they started charging for it at some point. At any rate, the web site is now being hosted by Go Daddy.com and we are getting forty times as much storage space at one half the price paid previously. Fred Schmidt worked with me and I have now transferred all the relevant files. The change should have no effect on your access to the site. Please let me know if any of you encounter problems with our web site.

Some of you may have seen that Great Planes now offers an ARF version of the classic Dirty Birdy pattern plane by Joe Bridi. I purchased one for my SPA flying. The ARF is a fine looking model of excellent quality. It includes a fiberglass fuselage, sheeted foam wings and stab, and has provisions for both fixed gear or retracts. I have installed a pumped OS 61 SF long stroke and I hope to test fly it soon. With the pumped engine I have chosen to install a larger tank than that provided in the kit and it will be located close to the CG in order to minimize CG shifts as the fuel burns off. I am currently using a non-pumped OS 61 SF in my Compensator and it is a real “stump puller.” These engines are no longer in production, but they can be found on RCU or on Ebay.

I'll have a flight report on the Dirty Birdy next month.

[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 Treasurer- Bill Ashbaker

Seminole RC Club

Financial Statement for April 29 through May 28, 2012

Accounts

Premier Bank Checking
Premier Bank Money Market Savings
PayPal

Cash on Hand

Total Available Funds at End of Month

Income

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

Expenses

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

Total Income

Total Expenses

Net Cash Flow

We have three new members: Joshua "Duke" Lee and Travis Brewer and his son, Ethan. Please welcome them at your earliest opportunity and take time help them learn.

Sales of club shirts (merchandise, above) is a substantial portion of May's income.

We have some leftover supplies from food purchases for our Warbird Fun Fly event that will be used at our next meeting. So, our food purchases and member donations for food balance out. Good job Dave and Ray!

We had a substantial expenditure for field maintenance in May. Several items were fixed up, but the main expense was new roofing for the pavilion and paint for the tables. Expenditures for field maintenance are good. They show that our fellow club members are working hard to keep our flying field in tip-top shape. Special thanks is due to Tristan, Paul, Mike K. and Charles.

We purchased a trailer (equipment, above) for our club mower for hauling trash to the Leon County collection facility.

Miscellaneous expenditures cover everything from a Sam's Club membership for the club to purchase food for meetings at a reduced cost to wasp spray for the pavilion tables.

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.

