

The Seminole Flyer

www.seminolerc.com



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

MARCH 2011

INDEX

- Letter from the Editor
- Chief Pilot Report
- Chief Copilot Report
- Chief Treasurer Report
- Chief Scribe Report
- A simple combat plane



Letter from the Editor- Fred Schmidt

As I perused the internet for the last few months hunting down night-flying information, another topic seemed to always be close by. It appears that in the desire to minimize potential financial ruin due to night-time premature "landings," that night-fly planes often take the form of "expendable" airframes. The other topic that fits this form is Combat. This month's article features one such Combat flier.

Chief Pilot- Jim Ogorek

Can you believe this weather and the fact that we are into March already? Too nice to be sitting here writing about flying when I could be out doing it.

If you have not been to the field in that last few days, then you are not aware of the lights in the shelter. Bill Rodgers has done a yeoman's job installing the fixtures, plus he has all the stuff to add the two extra outlets on the benches facing the flight line. Bill states he will have them installed shortly. On behalf of the entire club, I want to thank Bill for the great job he has done. He spent an entire Saturday doing the work mostly by himself – though there were plenty of "sidewalk" engineers around. While Bill has donated this service to the club, I propose that we thank him by giving him free membership next year. It seems a just reward for the time and talent he has provided.

In my past, as a member of other clubs in that frozen tundra known in Florida as the North, one way we kept members involved was to reward them for their time and talents. The reward could be full membership, partial membership, free food at events -- something to show that we appreciated what they had done to help the club. (No Gordie, you don't get a free pass for mowing the grass.) Think about how you can serve as needed and you, too, could come up with a reward. See the next paragraph ya'all.

I am asking for a small group to head up an Events Committee. In the past, we have relied on Frank to do most to the work, with some of us helping out. It is time to give him a break and have some of the other members step up and do the organizational heavy lifting. Frank has offered to continue to be our Contest Director when needed, but he also would like to come out and fly as a regular member. This month on the 12th we are having an official opening day and our first night fly. How about some of you night fliers stepping up and organizing the opening day? Let's discuss more at the meeting. Sure would like to see volunteers!

This past week I had a notice passed on to me by Dr. Mike regarding Knight Creative Communities Initiative, a group that is meeting about future usage of Apalachee Park. Jeff Olsen attended the meeting and will provide us with insight on this group. With the weather changing over the last few weekends, new people, perhaps potential members, have been showing up to learn more about Seminole RC and the hobby we enjoy. Let's all be mindful of them, try to make them feel welcome and shed a good light on our organization. You and I don't know their background or what they are seeking until we have had a chance to talk with them. Those of us who are members need to be aware of what we say, how we say it, and who we say it to.

On a final note, one of the hardest jobs for any club is to resolve conflict and grievances. This past month I have had inquires as to our policy and procedure on just this issue. As in any organization, we will have times when members do not get along and or happenings cause significant contention. In our constitution, which is posted on our website, our club has established a set of guidelines to follow when grievances arise. While I have an open ear and do listen to all of you, your concerns or issues are never documented, so based on hearsay, I can't take any action to correct or resolve. If you present a written grievance to one of our board members or to me, we will initiate action to correct or resolve in line with club policy.

Jim

Chief Copilot- Jeff Owens

Spring has almost arrived and we are looking to have quite a few activities. Coming up on March 4-5 is the Southeastern Model Show in Perry, Georgia. This annual event is a good opportunity to sell unused stuff and buy some more! It's always fun. The Opening Field Day will be on March 12, complete with a cookout around noon for a modest fee. And don't forget the night flying session scheduled for the evening of the 12th. Check the Events page on the Web for the latest updates.

The EAA Chapter has asked me to give a presentation on RC activities at the next meeting that will be on Tuesday, March 8, in the Compass Pointe room at the old terminal at the Tallahassee Regional Airport. It would be great to have a variety of models – nitro, electric, helis, etc to show them. We eat around 6:30 (usually pizza and sodas for a \$5 donation) with the actual meeting starting at 7:00 – pretty much like our Club meetings. I plan on giving a brief overview of the Club and then doing some show and tell. Please contact me if you are interested in coming.

I have been in contact with Tom Robbins in Thomasville, Georgia. Tom is an RC modeler who has been maintaining a grass strip for RC activities at the Thomasville airport. You can see it on Google maps – just look up “TVI Thomasville Airport” and look due south of the approach end of runway 32. Tom has served as the President of the Rose City Aero Modelers which was an AMA chartered club for about 20 years. About 7-8 years ago the charter was dropped due to lack of interest. But recently some folks have expressed a desire to get the club restarted. Tom has invited any of us to come up and fly with them – you can reach him at Tom Robbins, robinest@rose.net, (229)228-1790. You do need to have AMA membership to fly there. He is looking for new members and, as of now, any dues would be minimal – just enough to cover the re-chartering fee. This could be a good opportunity for those weekends when track events are scheduled.

[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".

March 3 – SRCC Club Meeting – Hobby Town – food: 6:30pm, meeting 7:00pm
4/5 – Southeastern Model Show – Perry, Georgia
8 – 2011 EAA Chapter presentation on RC activities – Compass Pointe room TLH Airport
12 – 2011 "Opening Day" Fly in and Night Fly – SRCC field.

April 16/17 – Sarasota R/C Squadron "Air Fair" – 8730 Bee Ridge Road, Sarasota, FL

Chief Scribe- Chris Bailey

Call to Order at 7:00pm

Frank Bastos gave a brief demonstration of LED lights that are available for purchase in HobbyTown.

Introduction of guest

Administrative duties:

Minutes from the Jan. 6, 2011 club meeting were approved.

Treasurer, Bill Ashbaker, provided the monthly treasurer's report.

- Informed club members that the PayPal account has been reactivated.
- Informed club members that he has consolidated the club's multiple accounts with different banks into a savings and checking account at one bank.
- Informed the club members that he now has a club debit card.
- Noted that the club's IRS Form for 2011 was updated.
- Explained to the membership that the current IRS status does not allow for tax-exempt donations and that in order to receive this status, it would cost \$400 per year.
- Members elected not to change the IRS status due to the fee amount.

Old Business

Don't drive on the grass: Jim, at the request of county officials, AGAIN requested club members to drive on the road instead of using the grass.

Storage Container: Gordie provided officers with keys to the container locks

Gold Leader AMA Status - Jeff Owens completed the renewal application for the club and submitted it to the AMA.

Miscellaneous:

Locks were added to the electricity timers on the power poles.

New Business

Membership Cards: Bill Ashbaker presented mockup membership cards for comments. Club Approved. Bill Ashbaker - Stated that the membership cards will be presented to the members at the March 12th "Opening Day" event.

Membership List: Jim will post the membership roster, including AMA numbers at the airfield.

Lights for Pavilion: Joe motioned to allocate \$500 to add light fixtures to the Pavilion. John seconded the motion. Bill Rodgers would assume the task of purchasing the lights.

Master Calendar for 2011: Jim suggested that the club add several dates the park and recreations' calendar for 2011. The dates are as followed:

March 12th – Opening Day

May 21st - Fly for a Cure

December 3rd – Toys for Tots

TBD – Scout Day

TBD – Membership Day

TBD – Open Fly-in

With no further business on the agenda, the meeting was adjourned at 8:14pm.

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.

You may notice that the financial statement has changed slightly. Our new accounting system will not show checks that have not cleared as liabilities. This makes the statement more straightforward and easy to understand. Also, Talquin Electric is now shown as an account because we maintain a cash reserve. It will draw down each month with our electric bill which is show under expenses.

We received dues payments from four new members: Jim Eubanks, Andrew Greene, Jeff Krell and Brian Walsh. Welcome them at your first opportunity. We now have 95 members!

Outstanding expenses this month include field improvements, annual mower insurance and AMA fees. Field improvements include new lighting in the pavilion (thanks to Bill Rogers), a new windsock (thanks to Jim Ogorek) and new keys for our storage container (thanks to Gordie Meade).

The AMA fee is the cost to renew our club charter and insurance. The donation is for gift subscriptions of Model Aviation for local high schools. This helps us maintain our national leader club status. Miscellaneous expenses covered the cost of member ID badge-making equipment and supplies.

Seminole Radio Control Club Financial Statement for January 29 through February 25, 2011

Accounts

Premier Bank Checking
Premier Bank Money Market Savings
PayPal
Talquin Electric

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
Meeting: Food & Refreshments
Insurance: Mower
Miscellaneous
Utilities: Electric

Total Income

Total Expenses

Net Cash Flow

A simple combat plane

As found on: <http://www.instructables.com/id/Build-a-%22Warp%22,-a-full-contact-combat-RC-aircraft./>

While surfing the net for night-flying information, I also stumbled across the link above. This link describes (and I think provides access to full plans) the build of a simple "blue foam" air frame that has some interesting combat features – simple to build, inexpensive materials, and highly maneuverable. I suppose you could also slap some lights on it if you wished. Anyway, here's an extract from the site above. For full details and plans, I recommend visiting the site.

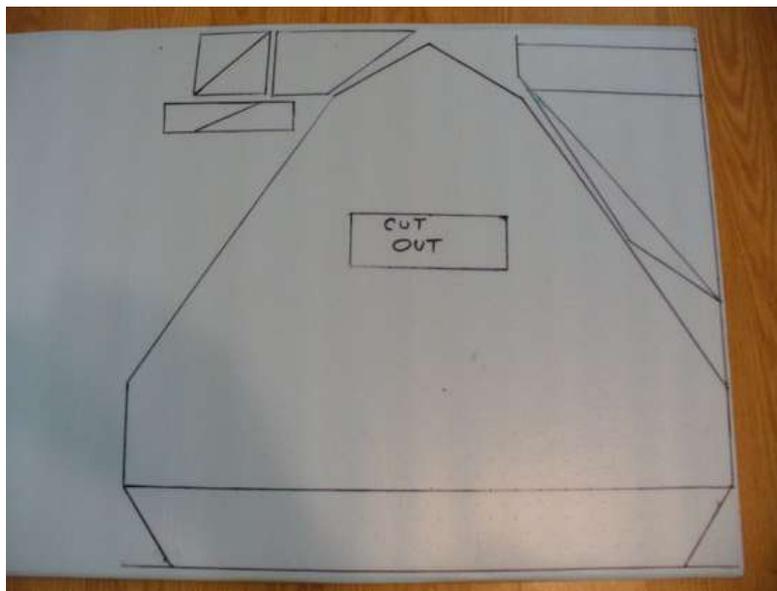
Some of the guys at the local RC club (Brindlee Mountain RC Club) and other clubs around the North Alabama area have designed a plane for full contact combat flying. The whole object is to bump/crash into the other guy(s) and have their plane hit the ground before yours does.

The current Warp has evolved from a design created by another "Don" who goes by the name of "Miderror" on the RC Groups forum thread "Don's Blue Plate Special" which is dedicated to these and other style combat planes.

The plane is made of 1/4" blue insulation foam available at any of the larger home improvement stores. This foam is inexpensive, easy to repair with hot glue and can take a lot of punishment.

One thing to ALWAYS remember, the tail fin is on the BOTTOM when the plane is flying normally, it looks like it's flying upside down. When you launch the plane, make sure you don't have the fin up and pull back on the elevator thinking it's going to go UP! It won't! I know this from experience. The picture on page one of the newsletter is really of the BOTTOM of the plane.

Editor's note: Here's a rough layout of the airframe design – for details, you will have to join Instructables. If anyone is interested, let me know and we'll share the cost. CG of the design below is center of the Cut-out, in alignment with where the prop ends up. I note that in the other pictures of this plane, there seems to be more "support" strips than appear on this diagram. I do have plans for a version of this, but the prop is mounted up front. For combat, I think the interior prop makes more sense as you are likely to stay in the air longer. (Editor, Fred Schmidt)



You'll need a sheet of 1/4" blue foam, marker, ruler, Xacto or similar knife, soldering iron and solder, hot-melt glue gun and glue, and fiberglass packing tape. The schematics included are really just guidelines, they're for the Warp that I'm currently flying. You can round corners, change angles, and change any dimension you like, but keep in mind that any changes you make, you'll be changing how the plane flies.

Mark out the lines and cut out the pieces. If you're careful, you can get two complete Warps from one sheet of foam.

Chamfer the rudder and the tail fin to allow for movement. Then apply the fiberglass packing tape to make hinges. Do the same thing for the elevator.

Apply fiberglass tape around the propeller cut out for reinforcement and glue on a strip of 1/16" x 1/4" balsa (some fliers use carbon fiber rods and strips).



Glue the tail fin and nose fin onto the body of the plane using the hot-melt glue gun. Insure the fins are aligned dead center of the body and not angled in any way. At this time, you can also add the other reinforcement strips. These are just strips of foam cut and glued along the bottom of the fins and along the sides of the propeller cut out.

Also visible (through the cut out) is one of the two fins on the far side. These two fins help prevent the propeller on this plane from damaging the opponent's plane. I'd suggest waiting to glue these on until the electronics are installed, it'll make it easier

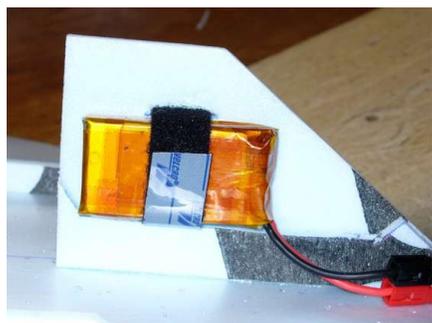
because the plane will sit flat on the table.

It's a good idea to apply a strip of low temperature covering or fiberglass tape to the leading edges of the plane. This is a vulnerable area and the covering or tape will help prevent rips and tears from impacts.

You'll need a motor, speed controller, battery, receiver and two sub-micro servos.

There are many different types and sizes of these items, but this is what I use:

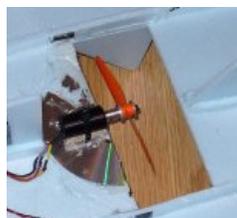
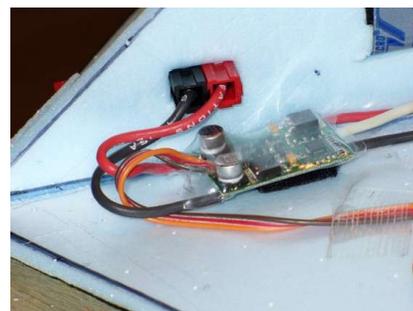
- 1 Thunder Power 1320-2S-TP LiPo Battery
- 1 Thunderbird 18 Brushless Speed Controller
- 1 ARC-20-34-110 Brushless Motor
- 1 4 Channel Light Flight S4 Receiver
- 2 Blue Bird BMS-306 Servos



The battery is mounted using hook and loop tape (Velcro). Cut slits in the nose fin to slip the velcro through the slits. In addition to this, I stuck the hook side to the fin and another piece to the battery for added holding power.

The speed controller is mounted using the hook and loop tape. The power lead fits snugly in a cut out in the nose fin. Either use a 12" servo extension lead or solder wires to go between the speed controller and the

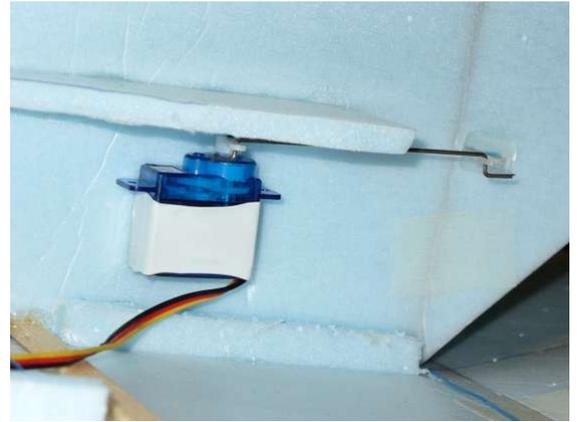
receiver. Tack glue this lead to the body of the plane to keep it out of the propeller. The receiver is also mounted with hook and loop tape.



Take an old CD (who doesn't have some of THOSE laying around?) and cut it to fit between the nose fin and the propeller cutout. Drill 2 holes in the CD to match the diameter of the motor you're using. Glue two small pieces of wood onto the CD and glue the CD to the plane. The motor is held on by a plastic zip tie. Solder the motor leads to the speed controller's leads.

The servos are mounted by first surrounding the servo with heat-shrink tubing and then hot melt glue. The heat-shrink tubing makes it much easier to remove the servos if needed. Just cut the tubing and the servo comes free. (Editor's note: Neat Trick!!!!) The control horns are hot glued onto the rudder and elevator.

The Warp is not, by any means, a beginner's RC plane. You really have to be "on the sticks" at all times to keep control. But that's a GOOD thing in full contact combat! You need a plane able to flip and roll quickly at low speeds. With the setup as I have you'll rarely if never need full throttle, but you WILL be constantly jockeying the throttle while in the combat furball. The throttle also comes in handy after your plane has been hit and is in a spin or out of control. Give it a burst of speed and sometimes the plane will recover.



One thing to ALWAYS remember, the tail fin is on the BOTTOM when the plane is flying normally, it looks like it's flying upside down. When you launch the plane, make sure you don't have the fin up and pull back on the elevator thinking it's going to go UP! It won't! I know this from experience.

Before flying the plane, make sure the servos move the rudder and elevator in the proper directions with the tail fin on the bottom!

Sooner or later, your Warp will need some repairs. Most damage, short of an electrical problem such as a receiver or speed controller gone bad, can be repaired right there at the flying field, sometimes even before the current battle is over!

The best repair means is hot-melt glue. If you have an inverter (changes 12v DC to 110v AC), you can keep a glue gun hot and after a hit, you can run over, apply glue to the break in the foam (or loose servo, etc.), put the loose item back and hold for a few seconds for the glue to cool and you'll be right back in the action!

Sooner or later, the plane will become too heavy with all of the added glue to fly very well. You have the option of either cutting out some heavily repaired areas of the plane and rebuilding them or just removing all of the electronics and building a whole new plane.

It's surprising how many flights and battles a Warp can go through before it gets too worn out to fly.



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 Flight Instructor	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. 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.

