

The Seminole Flyer



AMA Chartered Club 216, Founded in 1969



A **Gold Leader Club** for over ten years

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Next Club Meeting

Thursday, April 17, 2025
The Wine House
1355 Market Street

Opening Day Fun Fly

Jeff Owens

The opening Day celebration started early on a cool but sunny morning. There was a breeze that served as a harbinger of what was to come. We had about 30 members and guests show up for some camaraderie and a great lunch. By 10:30 or so the breeze had increased from a modest zephyr to something a bit greater. As the breeze increased four pilots braved the gusty weather - Ed Budzyna, Sandy Jaffe, Friederich Mursch, and me. The wind steadily increased and by 11:00 the windsock was straight out (more than 15 knots.) At that point everyone decided it was best to wait for lunch. The gusts blew the grill fire out so the grill was moved into the lee of the container and everyone proceeded to enjoy the spread. By 12:00 the wind was threatening the pop-ups, so they were taken down and stored safely away. By 1:00 it was all over.

Some folks had brought stuff for sale. Steve Warmath brought everything that wouldn't fit into his car when he went to Perry for the swap meet (see the last newsletter.) Some sales were made and a few folks went home with new treasures.

This was Sam Var's first outing as Vice President in charge of events and he - and his delegates - did a fine job. Sam said that he would look into better methods for wind control for the next one.

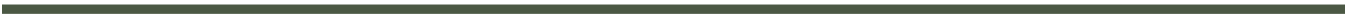
A selection of pictures is included below.



Left to right, top to bottom: Stuff for sale; members watching those who dared to fly; Sam setting up the lunch tables; Ed and Jim debating about the wind; Friedrich Mursch with a beautiful FMS Tigercat - plenty of power on that one and he had no problem with the wind.



Left to right, top to bottom: The peanut gallery in action; Joel flipping burgers in the lee of the container avoid the gusts; time to take the covers off of the pop-ups as the gusts were getting too strong.



Training Videos

Member Steve Warmath spotted a series of training videos on You Tube. The links are given below. These provide an excellent introduction although, as noted in the first video, nothing beats having a good coach. Our training program, supervised by Mike Atkinson, provides this level of instruction. Nevertheless, it always helps to know what to expect and these videos provide a good basis on which to start the learning process. Here are the links:

1. How to fly RC planes- Introduction to Flying
<https://www.youtube.com/watch?v=Yz-zJ9MwTfQ>
2. How to fly RC planes without crashing- What to expect on your first flight
https://www.youtube.com/watch?v=SeWtxS_AEPA
3. How to Land an RC plane
https://www.youtube.com/watch?v=_ZmKMUJS-c
4. How to fly without a self level gyro
https://www.youtube.com/watch?v=IC_UUKSmKM8
5. Basic Aerobatics"
https://www.youtube.com/watch?v=iewvvUqo_qg

Food for thought

Jeff Owens

In the above videos the author is using the gyro “safe mode” for the first three. Mike Atkinson likes to rely less on the gyro because he feels like it can be too much of a crutch and hinders the pace of learning. As you train, you will encounter different approaches to learning the necessary skills. It is best to follow the advice of your instructor.

In video #3 the author comments that on landing the throttle controls your altitude and the elevator controls your speed. WHAT??? That seems backwards, but he is absolutely correct. To see this, consider an airplane trimmed for level flight. In this configuration thrust equals drag and lift equals weight and everything is in balance. Now advance the throttle. The initial increase in speed will result in increased lift and the plane will climb, but the airspeed will end up being the same as it was in level flight. To maintain level flight one must decrease the lift by decreasing the angle of attack - this you do by adding some down elevator trim. Now the plane will be in level flight but with an increased airspeed. If the throttle is now decreased, the plane will maintain the same speed, but it will descend. Adding some up elevator trim will result in level flight again, but at a decreased airspeed. So, for every elevator trim setting there is a unique throttle setting that will result in level

flight. Less throttle causes the plane to descend and more throttle causes it to climb. Now, on a landing approach you don't want to be constantly fiddling with elevator trim. The result is that if you want to descend you reduce the throttle. If you want to slow down you increase the airplane's pitch by adding up elevator after which the plane will continue to descend, but at a slower airspeed. So while it may seem counter intuitive, it is nevertheless true. On approach, control your altitude with power and your airspeed with pitch.

OK, that seems like a lot to remember when you are just learning to land. But there is a simple lesson here. If on approach you are too high DO NOT push the nose down to lose altitude - you will go lower but be way too fast. Instead, if you are too high on approach, decrease the throttle. You will increase the rate of descent, but your speed won't increase. I have 4000 hours flying my Cessna 182 and it really does work this way!

Chair Etiquette

Jeff Owens

We are fortunate to have an abundance of chairs under the pavilion. These get pulled out and used during events (see photos above) as well as during routine daily flying. When flyers are not present, windy conditions and storms can scatter the chairs about if they are not stacked under the center of the pavilion. If you set up a chair while flying, please remember to stack it back when you are done. And if you are the last to leave, please look around and restack any chairs that have been left out. It is a small thing to do, but it will help limit the damage that a strong storm could do.

Club Meeting News - Jeff Owens

The March meeting was called to order by President Jay Wiggins at 7:00 PM on Thursday March 20, 2025 with 13 members present. New member Alan El-Urfali was introduced and he gave a brief summary of his RC experience (he is a builder!)

Member Recognition - Gordie Meade for scraping and painting the container; Sandy Jaffe for weedeating; Jim Ogorek for windsock maintenance, training, and event publicity; Kevin Parsons and Dennis McCurdy for grill maintenance; Frank Bastos for FMS trainer donations; Mike Atkinson for safety and training; David Coury for assisting Sam Varn as he takes over the VP duties; Geoff Lawrence for coordinating with CMN and for training; Sam Varn for event prep; Jeff Owens for web, newsletter, and meeting minutes; Marcy Driscoll for membership record updates and handing the money at events; Theo Titus for replacing the foam bumpers on the starting tables; Joel Nelson for his rocket launches, event setup and take down, and cooking; Geoff Lawrence and Gordie Meade for coordinating mower maintenance.

Vice-President: Sam Varn - the March Spring Opener was a success and was Sam's first outing as VP. He promised to do better with the wind next time..

Treasurer: the January report was approved as published in the newsletter.

Secretary: Jeff Owens - the minutes of the February meeting were approved as published.

Training and Safety: Mike Atkinson - no safety issues. There is a TAG event scheduled for March 29. Frank Bastos donated two FMS training planes. The Club is looking for 2 Spectrum DX6e transmitter donations.

Field Report: Gordie - mower maintenance was done, but the blades still need to be replaced. The container is still peeling worse than ever (old paint, not Gordie's new paint.) It should probably be professionally stripped and redone. The field will be fertilized soon. Starting table maintenance and repair will commence once Gordie's hand heals.

Old Business - none.

New business (amended) - the paint on the container is peeling faster than Gordie can scrape and repaint. Gordie made a motion, seconded by Sam Varn, that the President contact the previous selected bidder and authorize a full strip and repaint treatment for the container at a price that he negotiates with the bidder.

The meeting was adjourned at 8:04 PM.

The Seminole R/C Club Tallahassee, FL

Officers

President	Jay Wiggins (moonangelb@gmail.com)
Vice-President	Sam Varn (sgvarn@yahoo.com)
Secretary	Jeff Owens (jfolso@comcast.net)
Treasurer	Marcy Driscoll (mdriscoll@fsu.edu)
Field Safety Officer	Mike Atkinson (nexnbax1@comcast.net)
Field Marshall	Gordie Meade (lmeade@fsu.edu)
Training Coordinator	Mike Atkinson (nexnbax1@comcast.net)

Media Managers

Webmaster	Jeff Owens (jfolso@comcast.net)
Newsletter Editor	Jeff Owens (jfolso@comcast.net)

Flight Training

Primary flight training is available by appointment on Saturdays from 10:00 AM until 2:00 PM when the weather is nice and not too breezy. Contact the Training Coordinator or one of the instructors to make an appointment:

Geoff Lawrence 850-591-6879
Jeff Owens 850-545-7482

Jim Ogorek 850-766-2477
Mike Atkinson (Tuesday only) 850-251-2694
Troy Emmett (Large Aircraft) 770-546-6199

Field Hours

All Aircraft: 30 minutes before sunrise until 30 minutes after sunset 7 days/week
Please note: Although restrictions have been removed on flying hours for fueled planes, this is on a trial basis until further notice from Leon County. All gassers and nitros must have a suitable muffler.
