

The Seminole Flyer

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

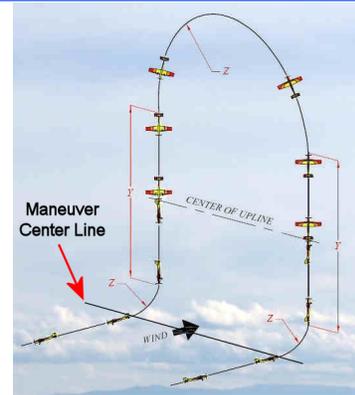


"The Seminole Flyer" is a publication of the Seminole Radio Control Club of Tallahassee, Florida

MAY 2011

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Letter from the Editor- Fred Schmidt

Whoa – seems like everyone's end of April has been a (pick your word). My schedule has been nuts and to be honest, I've not accomplished near as much as I would have liked for this newsletter. Fortunately, we have some super volunteers that step up when the need arises. I'd like to thank Jeff Owens for this month's excellent overview and history of the Senior Pattern Association (SPA).

Chief Pilot- Jim Ogorek

The weather has been fantastic these past few weeks. There was a terrific community turnout for the Killlearn Lakes Homeowner's Association community fishing contest and picnic. It could not have been a better flying day – there were very few land/sea rescues and no crumpled pieces! We had several float fliers participate and with the over 300 children and parents present at the park, we received a lot of good attention. Many commented to the homeowner's association that they came specifically to see the radio control flying.

The club's field is in great shape and continues to be kept well ready for use by the grounds keepers (past and present). Let's give them our thanks for the extra volunteer work they do.

Please check your calendar and participate in as many of the upcoming club events as possible. We have the EAA Air Fest and the "Fly for the Cure" events coming up later this month. See you at Thursday's meeting!

Jim

Chief Copilot- Jeff Owens

We have several activities on the schedule for May. The first is the static display scheduled for May 14 at the Quincy Airport as part of the EAA Fly-in. We could use a good variety of planes of all sizes and types. The key activity here is outreach – we want to explain our hobby and what we do. We will need community support as plans for the landfill develop and this is a great opportunity to showcase our hobby. The display will be from about 8:30 AM – 3:00 PM on Saturday. We also have been invited to put on a night flying exhibition on Friday night May 13. There will be a BBQ dinner starting at 6:00 for \$12 per plate with the night flying starting afterwards as soon as it gets dark enough. If you want to come for the dinner, please let me know, as the EAA Chapter needs a head count.

The following weekend on May 21 we will have our “Flying for a Cure” fundraiser at the club field. We will need volunteers to handle various details including selling raffle tickets, collecting funds, and handling concessions. More details for both events will be discussed at the May meeting.

The next Senior Pattern Association event is in Cullman, Alabama on April 29-May 1. In the last column I mentioned that one of my OS 91 4 strokes was acting up and the other had bad bearings. Well, the bearings have been replaced and that engine runs well again. The other turned out to be due to a carburetor issue. The low end was so rich that it basically allowed fuel to bypass the high end needle, leading to surging at full throttle and erratic rpm readings. After leaning the low end considerably the performance returned to normal and the tach readings are the same as for the other engine. It is good to have two engines when going to a contest. Each type of engine has its own adjustment procedures and it pays to be familiar with how they behave. In this case, a bit of persistence saved me having to send in the engine for repair.

Don't forget to keep current with club activities by checking the event listings in the Newsletter and on the web site.

[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”.

May 13 – EAA Night Fly exhibition and BBQ dinner – Quincy Airport
14 – EAA Piloted Fly-in – SRCC Static display

May 21 – SRCC Flying for the Cure at SRCC field

27-29 – Mid*South Soaring Championship 2011. Overnight camper parking available – no hookups

Chief Scribe- Chris Bailey

Call to Order at 7:02pm

Administrative duties:

Minutes from the March. 3, 2011 club meeting were approved.

Introduction of Tom from Thomasville, Ga. who founded the Rose City flyers

1. Gated, but will provide keys
2. Maps are available to club members
3. Possible dues structure of \$30 per year
4. Phone number is: 229-228-1790

Introduction of Guest: Ed Turner- helicopter pilot

Treasures report: Presented and approved

Jim: Provided and update on the economic development planning initiative.

Clark: Requested sign to note AMA welcome - Jim, will work on signage

Old Business

Articles of Incorporation (AOC)

Proposed Edits:

1. Purpose expanded
2. Membership updated
3. Officers updated to include secretary
4. Three required articles for non-profit pro forma articles

A motion to accept the changes was made by Dan and seconded by Joe.

Club unanimous approval of the AOC.

By-Laws

A draft of the amended by-laws was presented to the club. Amendments were requested to the language referring to the requirement of name badges. The board members will review comments and prepare new language regarding the use of the name badges.

Amended By-laws need to be published for 30 days before a vote can be taken.

Dan requested that the secretary acknowledge in the minutes his gratification for the members' and officers' excellent work on opening day.

New Business

FSU College of Engineering – Design, Build, Fly Competition in Tucson, AZ. Chris Bailey to pilot the aircraft.

UPDATE: "Team Hercules" was the fourth team to finish the competition and did so without any problems. The Team finished the competition 18th out of 82 teams from around the world.

Proposed dates for club events:

Lake Monkey Business float fly - April 30th

Experimental Aircraft Association event - May 14th in Quincy

"Fly for a Cure" – will be held the Saturday following the EAA event.

- Club will seek AMA grants

- Wctv news will attend the event.

Warbird day - May 28th

Flag Day - Sunday June 12th

Halloween fly in candy drop - October 29th

Warbirds and Turkey Shoot - November 12th

Toys for Tots need approval – December

With no further business on the agenda, the meeting was adjourned.

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.

We received dues payments from two new members: John Toussaint and Ed Turner. Please welcome our new members at your first opportunity.

There is nothing remarkable about our April expenses. The AMA fee is for insurance For our participation in the EAA Fly-In in Quincy, May 13th and 14th.

Seminole RC Club

Financial Statement for March 29 through April 28, 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
Merchandise Sale

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

The Senior Pattern Association and a Short History of Pattern Flying

By Jeff Owens

In the early days of RC flying the goal was to return home with your airplane – in one piece or not – since sometimes the equipment failed and the plane just flew away. In those days not much attention was given to maneuvers; it was more a question of survival. By the late 50s, multichannel reed equipment was available and pilots started trying various looping and rolling maneuvers. With reed equipment each control function had a three-way switch – left, right, and center or up, down, and center. Push the switch one way and the servo slowly went to that extreme. Push it the other way and the servo went to other extreme. The switch was spring-loaded to the center, so if you let go the servo centered. One could actually do some complex maneuvers with this setup – a good reed pilot “pulsed” the switches to get partial deflection. In this era pattern flying came of age. Looping and rolling maneuvers became fairly routine, spins were possible, and engines with throttles meant that taxiing could be done.

By the mid 60s the first analog multichannel radios came along, soon followed by digital sets. This meant that one had proportional control on each axis – the type we are used to today. Engines became more powerful, airframes got bigger, and the maneuvers became more complex. The time from the late 1960s to the mid 1980s is sometimes referred to as the “golden age” of pattern.



The Kwik Fly was designed by radio manufacturer, pattern pilot, and full scale aerobatic pilot, Phil Kraft. It is a straightforward design that is “Kwik to build and Fly”. Today, it is available as a Graupner ARF, marketed in the US by Hobby Lobby International. It is also available as a modernized kit, sold as the Qwic-Fly, by www.classicrchooby.com. The Kwik Fli was used by Phil Kraft to win the international pattern title in 1967. It is an easy to fly sport plane as well as a capable pattern plane.

Today we have a huge variety of options to choose from – helicopters, gliders, all styles and types of airframes, ducted fans, electrics, nitro, gas, etc. But 40 years ago the variety wasn't there. After one graduated from a three channel trainer, the next step was an aileron plane such as the Falcon 56 or the Ugly Stick (also designed by Phil Kraft). Usually pilots would start learning maneuvers as a way of gaining both proficiency and confidence. Often the next step would be a high performance plane which, in those days, meant a pattern plane. So, it was not at all unusual to see most club members flying some type of pattern plane. Most of these would, as is true today, be sport pilots. But a small percentage would be interested in competition. And clubs quickly figured out that contests could be money raising events. So, it was not too unusual to find many contests within a one day driving range.

Pattern planes evolved to fly the maneuvers of the time which emphasized loops, rolls, and combinations with some vertical straight lines. Since only one maneuver was judged per pass, it became common practice to enter the maneuvers at high speed following a split-S turnaround. Vertical performance was obtained by momentum from the high speed entry. This style is sometimes referred to as “ballistic pattern”. Tuned pipes were used to increase the available power and retractable gear cleaned up the airframe for higher speeds. A true classic example from the early 70s is the Compensator, designed by Rhett Miller of Tallahassee and used by him to win the National pattern title and to compete as member of the US International Team in 1975. Here is my rendition of the Compensator using Rhett's color



scheme.

In 1984 pattern competition started a transition to what is today called “turnaround’ pattern. Prior to that one would fly a maneuver in front of the judges, take your time reversing course, fly another judged maneuver, and so on. With turnaround flying you were constrained to fly in a box with both the center maneuvers as well as the end turnaround maneuvers being judged. This was a departure which placed high speed ballistic pattern planes at a disadvantage. Pattern planes evolved into high powered, light, slower flying planes and the maneuvers became increasingly complex as the capabilities of the planes and pilots increased. The use of carbon fiber, Kevlar, titanium, and other exotic materials has resulted in a full blown competitive pattern plane today costing \$3000 or more.

While some enjoy these new developments, others wanted a return to a simpler style of pattern competition. In 1991 Mickey Walker from the Paulding County Model Aviation Club near Atlanta came up with the idea of having a pattern contest using planes from the golden age of pattern. In order to keep the cost down, the models would have fixed gear with no tuned pipes. The airframes would be designs flown prior to 1976 and the patterns would consist of the same maneuvers used back then. His original vision was to have one or two contests a year, just for local pattern flyers. My, how times have changed! This year is the twentieth anniversary of the founding of the Senior Pattern Association. Mickey’s original vision has grown to the extent that we have over 150 active members, more than twelve contests per year, and a membership that spans coast-to-coast! But some things have stayed the same. We still fly with fixed gear and no tuned pipes and we still use maneuvers and airframes from before 1976. These are relatively simple designs, but they do fly very well. As you could tell from the introduction, these planes, in their day, were often flown by sport pilots. They were fun then and they are fun today. Shown below is my Cutlass Supreme, a 1970 design by Don Coleman, which he used as a member of the US International Team, I used this to win the Sportsman Annual Point Championship in SPA in 2008. Currently, I am competing in Expert using the Compensator pictured previously.



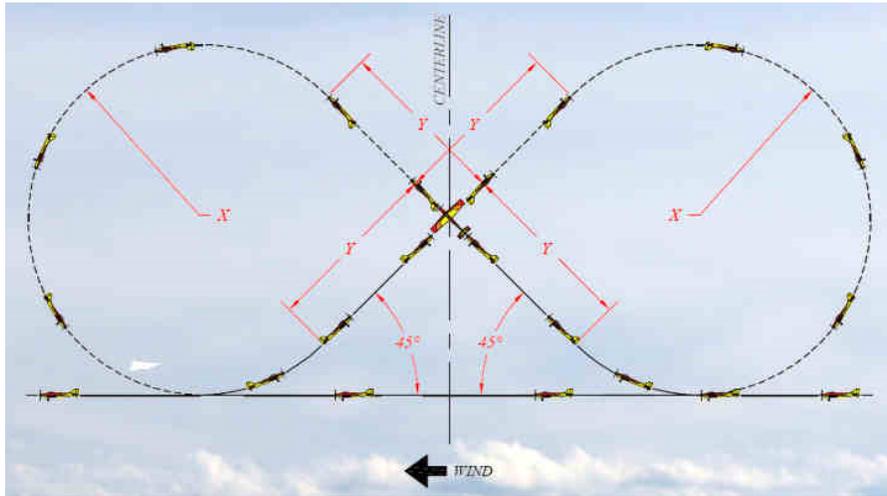
While it might seem that the focus of SPA is on competition, which is just a means to an end. What we really value is the camaraderie and fellowship of RC pilots getting together and swapping stories – just like any day at any club field. But there is also the challenge to fine tune the airframe and powerplant to get the maximum performance possible. And maneuvers must be practiced in order to do them as well as possible. Pattern flyers enjoy these challenges – they are part of the game.

Recently I competed in an event in Prattville, Alabama and our own Chris Smith was there, as well, flying in his first pattern contest – quite a departure from his usual helicopters. What made it special was that Chris was flying with his Dad who had come from Corinth, Mississippi. There are several father/son teams flying in SPA contests.

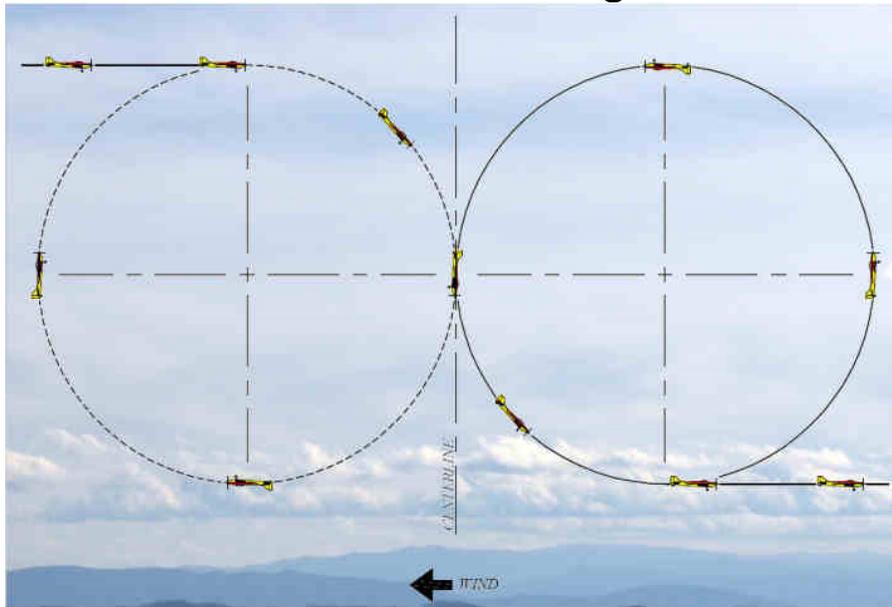
The wives get involved, too. My wife, Linda, acts as my caller – she calls the maneuvers to me as I fly, since it is all too easy to forget the sequence when you are in front of judges. She is also acting as my coach, since after several years she has gotten good at seeing my mistakes. She has really grown to enjoy this as she says it is the only time she can criticize me and all I can say is thank you!

If you are interested in learning more about SPA or pattern flying, please feel free to ask me. You can also read my “Pattern Talk” articles on the Club website and you can visit the SPA website at <http://www.seniorpattern.com>.

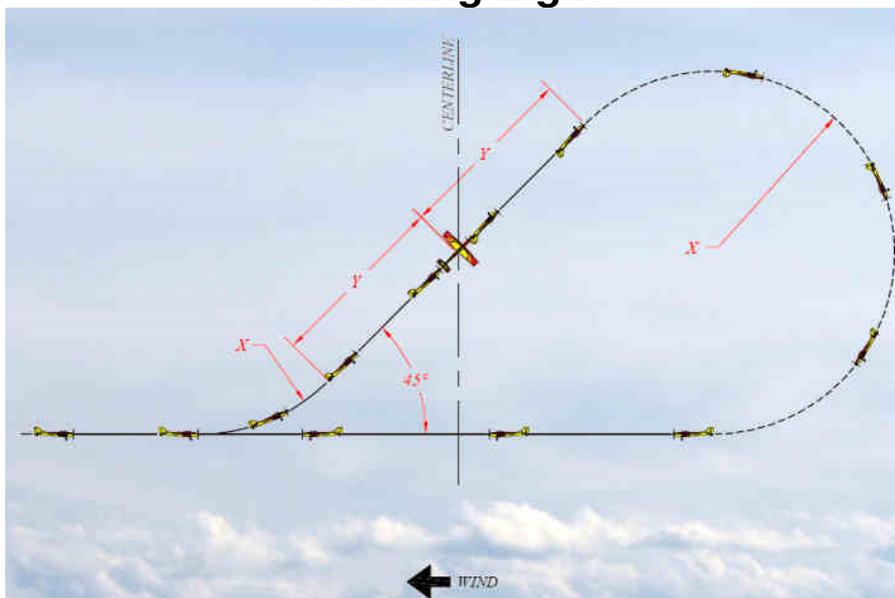
Can you do the following???



Reverse Cuban Eight



Running Eight



One Half Reverse Cuban Eight

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 Settles

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.

