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# *The Seminole Flyer*

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AMA Chartered Club 216, Founded in 1969



A Gold Leader Club for over ten years

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## **Next Club Meeting**

Thursday, June 15, 2023

The Wine House  
1355 Market Street

## **Adventures in Aerobatics**

Jeff Owens

Last month I started this series of articles about aerobatics that describes various maneuvers that I learned to fly in a full-scale CAP-10. The motivation for taking aerobatic lessons was to learn what the various maneuvers felt like from the inside of the cockpit. I had flown RC aerobatic models for years and the maneuvers all look reasonably graceful, yet I knew that there would be some serious “g” forces on the model. Also, flying my full scale Cessna 182 does not have any relation to aerobatics - at least I hope not! Last month I described my introduction to inverted flight. This month I will discuss rolls.

Most of us have flown rolls of one type or another with our RC models. The simplest version is executed by starting in a nose high attitude, applying full aileron (left or right) until the model rolls through 360 degrees. At this point the model will be slightly nose down. The next step is usually to start from a level attitude, apply aileron as before, and then apply down elevator as the model approaches the inverted position, relaxing the down elevator as the model rolls upright. With practice this will result in an axial roll - that is, a roll along a straight line with no deviation nose up or down. It really is pretty easy once you get the timing of the elevator application correct. Most RC pilots will not use rudder inputs during the roll -

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aileron and elevator are sufficient. It is possible to link two or three axial rolls together. Again, it is just a question of timing the elevator inputs while holding full aileron. Note that a model with a semi-symmetrical airfoil or one with a flat-bottomed airfoil will require more elevator input than one with a symmetric airfoil.

Another type of roll is called a barrel roll. Here one also uses rudder input to put the tail off the roll axis. Starting in a slightly nose high position apply aileron and rudder inputs and the model will roll 360 degrees while the fuselage is displaced off the roll axis - it can look somewhat like a barrel-shaped maneuver. Elevator input can again be used to keep the nose from dropping too much.

All this seems actually rather straightforward, but how would the roll be executed in a CAP-10? That CAP has a semi-symmetric airfoil which has a big influence on how the plane rolls. In level flight the CAP flies slightly nose high - about a 4 degree angle of incidence. But that means when you roll inverted you must apply enough down elevator to lift the nose above the horizon - actually slightly more than 4 degrees since the airfoil is semi-symmetric. But there is more to consider. The roll rate of the CAP-10 is somewhat less than that of a typical RC model so that more corrections are required during the roll. The basic control sequence is as follows. Start the roll with aileron input, let's say rolling to the right. As the roll starts, feed in left rudder to hold the nose up. Maximum rudder input is when the roll has progressed through 90 degrees. As the plane continues to roll, start adding down elevator while reducing the rudder input. When fully inverted the rudder input is removed and the down elevator input is whatever is required to keep the nose high attitude without ballooning. As the roll continues now apply right rudder while reducing the down elevator. At the 270 degree point down elevator has been removed and right rudder is at the maximum required in order to keep the nose up. As the plane continues to the upright position remove the right rudder input. This is all a bit more complicated than for the RC model. Add to that the fact that you can't see what the plane is doing as you can with an RC model since you are in the cockpit looking out. That means that you must watch the nose relative to the horizon to make sure that it rolls about a fixed point and you must watch the wing tips to check on your orientation relative to the horizon. After all of that it IS possible to do an axial roll, but it requires a lot of practice. I was surprised at how many different control inputs are required as compared to an RC model. But it all makes sense once you analyze what is happening. Actually, the sequence of inputs described above is very similar to what one would to execute a slow roll (4-6 second axial roll) with an RC model. Next month - spins!

## **Memorial Day Fly-in**

Jeff Owens

This year's memorial Day Fly-in was held on Saturday, May 27, 2023. The temperature was refreshing for this time of year and the weather was sunny, but with a rather strong wind out of the north. The gusty crosswind kept some pilots on the ground, but there were enough adventuresome souls to keep the activity going. The highlight of the day was Friedrich Marsh flying his beautiful - and large - Lockheed Constellation. With four electric motors providing ample motive power, the large model (and talented pilot) handled the gusty conditions well.

Around 11:30 lunch was served - burgers, hot dogs, and chicken - with all the trimmings. A number of visitors stopped by, having heard about the Fly-in from friends or having seen the

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signs posted near the entrance to the field. The windy conditions kept the training fleet on the ground for much of the day, but some visitors expressed an interest in returning on a less windy day in order to give one of the trainers a try. A variety of pictures are included below, many of which were provided by Jim Ogorek. It was his idea to have the group photo with Friedrich's Constellation in the center! By 2:00 PM the action had pretty much been completed, but it certainly was another great day at the field!



You can judge the size of the Constellation from the top left picture where Friedrich is assembling the model. Top right - fully assembled and on display. Lower left - liftoff! Lower right - a low pass!



Left - Chris Mason handled the cooking chores. His friend Claudia made the coleslaw and helped serve the food as did Benita Wiggins. Right - Lunch is served!



Left - Randy Reese's "IQ test" puzzle. Many tried it with little luck. Right - Success!



Top left - John Clark's World War I fighters in the foreground and Ed Budzyna's Fokker D VII behind them.

Top right - Sandy Jaffe brought a fleet of helicopters

Middle - Some of Sandy's helicopters

Bottom - Mike Picou gets ready for another flight.



The gathering of the troops. Friedrich's Constellation and one of Sandy's helicopters have center stage. And a fine time was had by all.

SRCC Minutes  
May 18, 2023

President Jay Wiggins called the meeting to order at 7:00 p.m.

Ten members were in attendance.

Jay thanked Jeff Owens and David Coury for attending the BOD meeting on May 15. He also thank Jim Ogorek for producing the flyer for the May 27 Memorial Day Warbird Meet.

David Coury said he would not be able to attend the May 27 event and thanked Jay for carrying out his VP duties in his absence.

There was discussion about having SRCC brochures at our events to handout to interested parties. The consensus was this was a good idea but members also acknowledged the information is on our website. No action was taken.

There was discussion about having a club membership application that can be completed and submitted online. The consensus was that this was an idea worth pursuing. Jay said he would discuss this with Jeff Owens.

A motion was made and seconded and members approved to bypass the Treasurer's report as the Treasurer was not in attendance.

The President stated that pylon racing has been suspended indefinitely as interest has waned. He said when there is again more interest the racing can resume.

A motion was made and seconded and members approved the minutes from the previous meeting.

The President reported that Jeff Owens had ordered five gold leadership pins and they are \$3 each.

Mike Atkinson said he was aware of no serious safety issues to report but he reminded the membership that when flying to respect the flight line as he has gotten reports of some members not consistently doing so.

Jim Ogorek said a barber pole like the one on the east end of the runway will be placed on the west end which hopefully will help flyers better see the extended flight line.

Mike Atkinson said his students were doing well and he got word from the AMA that the club would receive a \$622 grant for our 2023 TAG events. He said \$1,000 was requested.

Jim Ogorek said he got the trainer planes cleaned and running and Mike Atkinson said training would be available at the May 27 event.

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Gordie Meade said he fertilized the field but was not able to mow this week because of the standing water. He said he would mow before the May 27 event.

There was no Old Business to discuss.

Jay said the only New Business was the painting of the container. He said he, Jeff Owens and David Coury of the BOD met and concluded that the container needs repainting.

Jay said that he and David Coury met with Tere Wojam from the County and Tere said there were no specific requirements for the club to follow in having the container repainted. He did ask that the club keep him in the loop as decisions are made and the project moves forward. Tere also said that the club could choose a different color for the container.

There was extensive discussion amongst the membership about repainting the container. There was discussion of sandblasting versus scraping, water blasting and paint wrapping. There was also an idea of building a fence around the container. The discussion concluded by the membership agreeing to have the BOD looking into some of the different options of restoring the container and the costs and effort of each.

Jay mentioned that the County donated to the club the barbeque grill that the club had been using at its events. He said that Tere Wojam indicated the grill was sustaining damage each time it was moved to and from the field.

With there being no further business, Jay adjourned the meeting at 8:00 p.m

**My thanks to David Coury for taking these minutes as I was out of town for the meeting - Jeff Owens**

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## The Seminole R/C Club Tallahassee, FL

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### Officers

<b>President</b>	Jay Wiggins ( <a href="mailto:moonangelb@gmail.com">moonangelb@gmail.com</a> )
<b>Vice-President</b>	David Coury ( <a href="mailto:ddcoury@gmail.com">ddcoury@gmail.com</a> )
<b>Secretary</b>	Jeff Owens ( <a href="mailto:jfolso@comcast.net">jfolso@comcast.net</a> )
<b>Treasurer</b>	Marcy Driscoll ( <a href="mailto:mdriscoll@fsu.edu">mdriscoll@fsu.edu</a> )
<b>Field Safety Officer</b>	Mike Atkinson ( <a href="mailto:nexnbax1@comcast.net">nexnbax1@comcast.net</a> )
<b>Field Marshall</b>	Gordie Meade ( <a href="mailto:lmeade@fsu.edu">lmeade@fsu.edu</a> )
<b>Training Coordinator</b>	Mike Atkinson ( <a href="mailto:nexnbax1@comcast.net">nexnbax1@comcast.net</a> )

### Media Managers

<b>Webmaster</b>	Jeff Owens ( <a href="mailto:jfolso@comcast.net">jfolso@comcast.net</a> )
<b>Newsletter Editor</b>	Jeff Owens ( <a href="mailto:jfolso@comcast.net">jfolso@comcast.net</a> )

### 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.

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