

The Seminole Flyer

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A chartered member of the
Academy of Model
Aeronautics
AMA Charter #216, 1969-2010

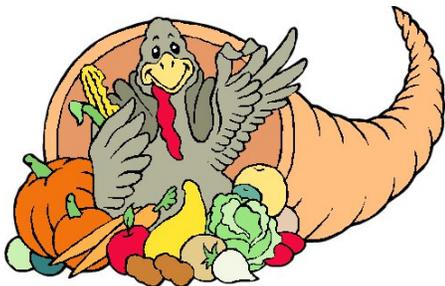


"The Seminole Flyer" is a publication of the Seminole Radio Control Club of Tallahassee, Florida

NOVEMBER 2010

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Float Flying at Lake Monkey Business

Letter from the Editor- Stephen Warmath

It's that time of year again when the air finally starts to cool, leaves cover the driveway and thoughts begin to turn toward the holidays. I love this time of year. I hope everyone has a wonderful Thanksgiving with friends and family. It's also not too early to start that Christmas wish list. The cooler air means denser air which is a "lift" to lift. It is a good time to fly. I'm still trying to get the Cessna 310 completed, but not there yet, maybe next month. This time of year is also the time when we move our Club meetings back indoors. This month we will meet at **HobbyTown**, same day and time as usual. Thanks to Frank for hosting the meetings November through March. Remember the first time you went to a new field or a club meeting for the first time? It can be a good experience or a not so good experience. The members are the ones that can make it a good one by "**Making your Club User Friendly**". Ever have a maiden flight where the plane flies like its dragging its ass around the sky even though you have a lot of down elevator? Most likely it is a misplaced Center of Gravity. This aerodynamic principal is the Holy Grail of Flight performance. Mess this one up, and that gleaming new bird may end up a pile of garbage on the first flight. "**Misplaced Center of Gravity**" provides us with a reminder of this critical step in our flying set up. Don't leave home without it.

Safe and Happy Flying- Steve

Chief Pilot- Mike Atkinson

Happy November to everyone! The number one subject of interest recently has been the electricity at the field. Here's the latest update: On October 12th, the approval was passed by the county commission to allow an easement for the electric company to place their transformer on the property. It wasn't until about 10 days later that we received the signed agreement from the county. We immediately forwarded it to Talquin Electric and they have begun their work. I met with the electrician Thursday and he's moving forward on his end. As long as he has no problems with permitting, he should be completed by November 6th. Instead on placing a master cut-off switch for us to lock and unlock every day, we have decided to put all the circuits on timers. The enclosed electric box can still be locked. This way, electricity will come on at a certain time and go off at a certain time, and the members won't have to remember to lock the box at the end of the day.

Frank Bastos at Hobbytown USA is hosting a swap meet at the hobby shop Saturday, November 6th. Last year, there were some AMAZING deals to be had. The better deals, of course, are early. The event starts at 10:00 and lasts 'til 2:00. Bring you own table if you are going to need one.

The second annual Toys for Tots fly-in will be November 20th. The next couple of weeks need to be slammed with planning and public information notification. If you can help with any of these things, please let me or Frank know.

Elections for new officers will be at the December meeting. We will accept nominations up to, and at the beginning of, that meeting. As of now, we have nominations for Jim Ogorek (President), Jeff Owens (VP), and Bill Ashbaker (Treasurer). Anyone else interested in serving the club should see one of the officers or make your interest known at the next meeting.

Finally, remember flying at the Seminole Airfield is for active club members and their temporary guests only. AMA insurance is required for every solo pilot at the field. Do not feel bad asking a new face if he or she has AMA insurance and CAN PROVE IT. If it's before 5:00 on a weekday, you can probably call AMA at 1-800-I FLY AMA, to confirm someone's membership. Also, members who have not renewed their memberships are on the no-fly list. I know a couple of members have continued to fly without renewing. Please politely ask them to renew their membership or fly somewhere else.

Have a great month!

Michael Atkinson

Chief Copilot- Mike Kinsey

[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".

November

- 4- Monthly Meeting at HobbyTown 7:00
- 6- Swap Meet @ HobbyTown 10:00- 2:00
- 20- Toys for Tots Fly-In 10:00- 5:00

December

- 2- Monthly Meeting at HobbyTown 7:00
- 4- Running Meet

Chief Treasurer- Theo Titus

Editor's Note: The Treasurer's report is published for Members only. The public version of the Newsletter does not include account balances.

**Seminole RC Club
Treasurer's Report**

Period Ending

October 31, 2010

Checking Accounts

Capital City Bank	\$0.00
Premier Bank	\$0.00

Savings Accounts

Capital City Savings	\$0.00
Premier Bank CD	\$0.00

PayPal Account

\$0.00

Funds for Deposit

\$0.00

Petty Cash

\$0.00

Total

\$0.00

Checks Outstanding

\$0.00

Net Funds Available

\$0.00

Income

Dues / New Memberships	\$0.00
Activities / Fly-ins	
Sales (Hats-shirts-etc)	\$0.00
Contributions and Donations	
Interest on Savings	\$0.00
Interest on Checking	\$0.00

Expenses

Plaques and Awards	\$0.00
Field Maintenance	\$0.00
Repairs and Supplies	\$0.00
Miscellaneous Expenses	\$0.00
Field Improvements	\$0.00
Bank Charges	\$0.00

Total Income for Period

\$0.00

Total Expenses for Period

\$0.00

Chief Scribe- Geoff Lawrence

The October meeting was called to order at 7:03 pm on Thursday, October 7, 2010. Welcome new members Mark Reese, Don and Colleen Green, and returning member Austin Pandolfi with his family as guests.

Theo Titus read the treasurer's report. Theo stated the new club roster has now been completed. Motion to accept the treasurer's report was made, seconded and passed.

Geoff Lawrence stated the minutes of the September, 2010 meeting were posted in the current newsletter. With no questions or corrections noted, a motion to accept the minutes was made, seconded and passed.

Old Business:

- Mike Atkinson gave an update on the progress on the electricity installation. We are to be item number 8 on the County Commission meeting agenda and expect approval to be a rubber stamp. Jim Ogorek has given Talquin Electric a check and expect the transformer installation to begin days after County approval. After that, it will take the electrician a few more days for the pole and outlet installation. He will be installing 8 quad outlets on the shed poles and 5 fence posts will have weather proof duplex outlets.
- Mike A. states our lease permits flying from 9am to 9pm. Night flying will be a possibility once electricity and lights are installed. Jim Ogorek will donate some shed lights and a low intensity street light.
- Mike A. says Talquin Electric recommends a timer be placed inside a lockable box set to turn off power at about 9:15pm.
- The current solar panels will remain in place to provide 12 volts.
- Frank Bastos said the Marine Corps has not gotten back to him in regards to a date for the Toys for Tots Fly In and suggests we go ahead with a plan and inform them of the date afterwards. A tentative date of November 20th was set at a previous meeting. Jim Ogorek will put together flyers for the event.
- Theo Titus has not yet been able to reach the American Cancer Society to present them with the check for funds raised at our Flying for a Cure event.
- Fred Schmidt asked for a show of hands to gauge interest in the Lake Monkey Business Float Fly and determined there were enough flyers interested to go forward with the October 16th event.
- Frank Bastos will be hosting a Swap Meet at HobbyTown Tallahassee on November 6th.

New Business:

- Mike A. reminded the Club that AMA rules do not allow any FPV (first person view) camera flying out of site of the pilot and the pilot must also have a spotter. All flyers should stay well clear of the football and soccer fields.
- Mike A. said there is only one remaining Cross County event this year scheduled for December 4th.
- Clarke Rudd has paid the pressure washer man and Theo will reimburse him for washing the container.
- Jim Ogorek expressed concern over non AMA members flying at our field and suggests we devise a method to display a card or proof of AMA membership for everyone flying. It was decided we will be self policing and all club members have a right to ask anyone flying for proof of AMA membership. We also need to come up with 2.4Ghz frequency pins.
- New fire extinguishers continue to be a work in progress.

Elections:

- Mike A. reminded the Club the current slate of officers are retiring and opened the floor for nominations. Nominations will also be taken at the November meeting and prior to voting at the December meeting .
- Frank Bastos nominated Jim Ogorek for President.
- Geoff Lawrence nominated Jeff Owens for Vice President.
- Frank Bastos nominated Bill Ashbaker for Treasurer.

Announcements:

The November meeting will be held at HobbyTown Tallahassee
At 7pm.

With no more announcements and no more business, the motion was made, seconded and passed to adjourn at 7:33 pm.

Make Your Club "User Friendly"

by Frank Geisler, Chairman Leader Member Committee

"User friendly." That was a catch phrase used by personal computer makers a few years back but it caught on big time. Cars, TV, DVDs, cameras, and many other product manufacturers all wanted their items to be more "user friendly." Even large corporations did studies to make sure their employees' work environment didn't cause them to walk around more than was necessary to get the job done. Although they called it a different name, it's just making his or her workday more "user friendly" so employees could be more productive. It's time to take a good hard look at your club to see if you can make it more "user friendly."

First, put yourself in the shoes of a newcomer as he/she plans on going to your flying field/club for the first time. Are there signs to the club field? Is it easy to find? Is the address correct on AMA's Web site? When they get to your field, do they see a sign with the name of your club on it? Does your sign give a brief description of your club or do you have a club flyer available that describes your club to the visitor and what you have to offer? Are club points of contacts listed on the sign or in the flyer? How about intro-pilot or instructor pilots' names and numbers? Are they on there as well? If you have a gate, is there a welcome sign on it with club hours and contact info? Can a newcomer know what your club is all about and what you do and how they might be able to participate without actually having to talk to anyone if they just show up? Information is valuable and some people may be intimidated by talking to strangers. Some just want to "get a feel" of your club without actually talking to anyone or when they stop by when no one is around. Having information about your club with names and contact info goes a long way into making your club more "user friendly."

Second, when a newcomer shows up at your field what will his first experience be with your club members? Will someone walk up to the newcomer first and introduce themselves and welcome him to your club or will he be ignored until the newcomer either says something first or they simply leave. If it's the latter, then that is definitely not being "user friendly" and I suggest that you make this a point of discussion at your next meeting to extend the welcome mat to all visitors and make it a point to greet everyone that shows up to your field.

Third, when a newcomer does show up with a new aircraft and asks for help with it, is it common practice to nitpick his decision on his aircraft choice, equipment, or place of purchase? Do you tell him he could have saved \$10 by buying it online instead of at your local hobby shop if in fact that's the case? If so, he will probably either complain to the shop owner or not go back to that store. Do you help the newcomer with his aircraft the best you can with what he has brought? Keep in mind that not everyone is going to make the right decisions about what to buy for his/her first aircraft, radio, or equipment. Some do not have the money to buy "the best" that is available. A "user friendly" club will take the time to show the newcomer how everything works and do the best he can with what he has brought without a negative attitude.

Fourth, while we are discussing attitudes, I hope that your club is not in the mindset that one power system is better than another. If a newcomer shows up at your field with a brand new shiny electric-powered ARF is he or she shunned by your club members because they do not think that an electric-powered ARF is a "real" model? If that's the case, then I suggest you discuss this at your next meeting and educate/retrain your local club members that there are advantages to either power system, one is not "better" than the other. It is just a matter of personal preference what one wishes to fly. Does your club offer pilot training/instruction for electric-, gas-, and glow-powered models? If not, have you considered doing so? A "user friendly" club welcomes all power systems to be flown there unless the club is power-specific.

Fifth, people want to join a club or become involved in model aviation for a number of different reasons. Many times we do not know what those reason are and there are way too many to list them here. We cannot always know their reasons and we should not assume that we know what their reasons are without getting to know them first. We cannot and should not try to lump everyone into the same mold. A "user friendly" club will be open to new ideas, attitudes, and ways of doing things as long as they don't

compromise safety or your club's bylaws.

The above may sound to be overwhelming at first and you may be thinking that being a "user friendly" club may just be too much work. But I bet if you gave this some thought and discussed these ideas with your club members, these suggestions are not difficult at all to implement and will only cost you and your club mates a little bit of time and effort and will certainly make a newcomer feel welcomed at your club. Keep in mind that everyone has something to offer and this newcomer may very well turn out to be an excellent addition to your club as well as a new friend. Because after all, when it all boils down to it, this sport is not just about building and flying model aircraft, it is about the people involved in the sport of model aviation. →

Misplaced Center of Gravity

Misplaced center of gravity (CG) is a perennial killer of newbies and old pros alike. Since it's almost building season, this is a good time to go over the basics. A new airplane with the wrong CG location is almost a guaranteed crash. (I can write authoritatively about this since I've screwed it up so often myself.) If you're an experienced builder/pilot please bear with me, I'll try to pass information to the newer guys without talking down to you.

The basic deal: any and all airfoils in any fluid—air, water, peanut oil, whatever—share this perverse characteristic: when they move through a fluid at a slight angle (the angle of attack), they experience lift forces that act "as if" they are ahead of the CG. This effect makes the foil want to tumble. We've all seen this since we were kids. When you toss a simple strip of wood or a wing-shaped piece of paper and expect it to fly, it won't! It starts tumbling right away.

To stabilize the main wing, most airplanes (and birds) use the same approach. The CG is placed a small distance forward of the center-of-lift of the wing. The slightly forward CG overcomes any natural pitching-up moment of the main airfoil and makes the "plane" want to pitch forward and down. This overall pitch-down tendency can then easily be controlled by a force (normally down) from a stabilizer/elevator mounted rearward of the main airfoil.

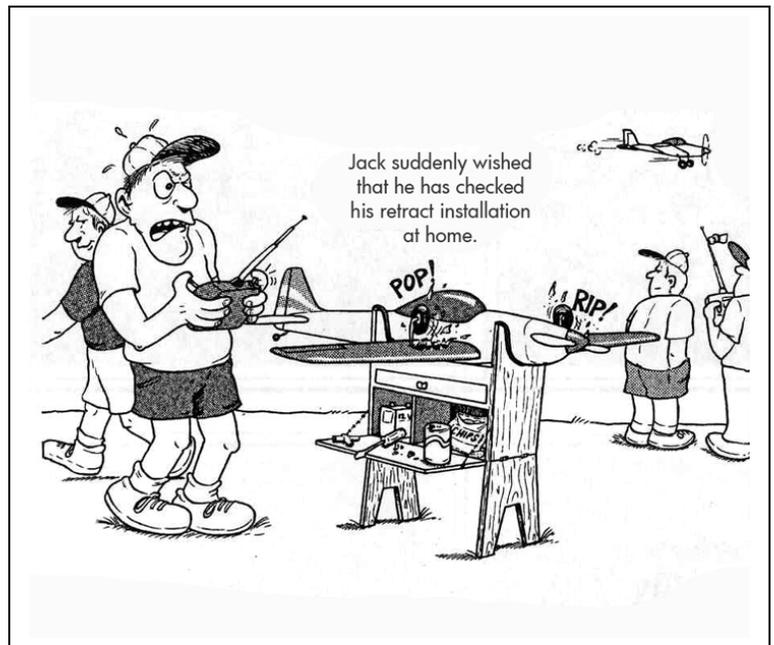
You might ask why the initial step of adjusting the CG ahead of the foil wasn't good enough to control the foil. Why do we need the additional step of adding a rear stabilizer? The answer is that the CG needs to be only a very small distance ahead of the center-of-lift and, if the wing has no other form of stabilization, its location is sensitive and difficult to maintain. On the other hand, a small stabilizer mounted some distance behind (or ahead of the wing as in the case of a canard) makes the job relatively easy. The farther away from the CG the stabilizer is located, the smaller it needs to be. At the extremes, planes with long fuselages like a Blaster hand launch or a super-ship can use what appears to be a relatively small stabilizer. Aircraft with very short distances from CG to stabilizer need relatively large stabilizer-elevators. Flying wings recurve the entire airfoil or use full-span elevons to act as stabilizers.

Let's go through some of the implications of CG location: The farther forward of the airfoil center of lift you put the CG, the more stabilizer down force you need. Generating lift, even in the down direction, generates drag. The more lift, the more drag. So, a plane with CG too far forward will need a stab set to a high-lift, high-drag condition in the down direction. Think of the center of lift of the main wing as kind of a fulcrum or pivot point. The farther forward the CG is from that point, the longer its effective moment arm becomes and the harder it is for the elevator at the other end of the "Teeter-Totter" to swing it around. This makes the model less responsive to elevator control and the airplane can feel sluggish. (This is only a partial reason for control insensitivity but I won't turn this article into a book.) Even though forward CG makes an airplane less sensitive and increases overall drag slightly, the slower response time can be a good thing for beginners if it isn't overdone.

Going the other way: as CG is moved rearward and closer to the center-of-lift, the required stabilizer down force will decrease and the airplane will become more sensitive to elevator, but eventually the model will get twitchy and hard to control. If the CG gets on top of the center of lift, the plane will become neutrally stable

and won't automatically tend to pull out of a dive. It's for this reason that we use a "dive test" to help fine-tune the CG location. It's not a perfect test, but it is helpful. If you're not familiar with how to do it, ask one of the old dogs.

Okay, but you've gotta get the plane set up initially before you can even go out and do a dive test ... how do you get close "on the bench?" Mother Nature helps us here, because the center of lift of almost all airfoils tends to act as if it's at a point about 25% from the leading edge of the wing. (To become more accurate, it's 25% of the "effective chord length" for the leading edge of the "effective chord.") A simple general rule is that the CG should initially be set at 23-25% of the average chord of the wing. (For a flying wing this should be 16-20% of the effective chord.) Most modern kits and plans show an initial CG location, but a surprising number of older kits don't. And, more troubling, even with modern kits, some of the locations shown are just plain wrong! If you don't know how to determine the effective chord for a given wing, I can quickly show you how.



I don't mean to belabor the moment-arm thing, but the longer the relative moment arm of an airplane (the longer the wing-stab distance of the "longer legged" plane is), the more tolerant it will be of CG location. A long-bodied glider with CG at 33% might fly beautifully while a short-bodied fun-fly plane or scale model with CG at 33% could be uncontrollable.

Be smart: make darn sure that the CG is at or slightly forward of the 25% point for your initial flight with a new plane! Don't bring it home in a garbage bag! After you know how the thing flies, you can adjust the CG rearward to suit your own nervous system.

Last year Wolfie talked me into buying one of the Great Planes balancing stands. If I recall it was about 19 bucks but it's been the best plane saver I've had for some time. When I started using it I was embarrassed to find that the CG locations of some of my planes weren't where I thought they were. I'd been careful balancing them with wing supports, string hangers and so on, but they were off enough to make the planes seem like poor flying machines. They weren't. They were just improperly balanced.

Have fun, lead a balanced life! Q



Seminole Radio Control Club
Tallahassee, FL
AMA Charter #216, 1969-2010

SRCC Officers

President – **Mike Atkinson**
Vice President – **Mike Kinsey**
Secretary – **Geoff Lawrence**
Newsletter Editor – **Stephen Warmath**
Treasurer – **Theo Titus**
Field Safety Officer- **Jim Ogorek**

Field Hours

Electrics/ Sailplanes- 9:00 am till 9:00 pm.
Gassers and Nitro- 12 Noon till 9:00 pm.
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 (Coordinator)	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. Vector art accepted in Corel, Illustrator and AUTOCAD format. We will, however, accept anything to make it easier for those who wish to contribute. Submissions are due no later than the 28 th of the month. Send your submissions to Stephen Warmath sswarmath@comcast.net

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ap-o-gee (n) - The farthest or highest point; the apex.

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