

The Seminole Flyer

www.seminolerc.com



A chartered member of the
Academy of Model
Aeronautics
AMA Charter #216, 1969-2007



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

AUGUST 2007

INDEX

- Letter from the Editor
- Float Fly Picture Gallery
- Chief Pilot Report
- Chief Copilot Report
- Chief Treasurer Report
- Chief Scribe Report
- Pilot Briefing- Joe Satterwhite
- Tips & Tricks
- Carburetor Air Leaks
- Speaking of Safety
- RC Flight Simulator Guide



Letter from the Editor- Stephen Warmath

It's **hot...hot...hot**. I think I'll wear my bathing suit to the next Float Fly. To work in the shop at night, all the fans are running. Just a reminder, it's easy to get dehydrated in this heat. Take water with you to the field and stay cool. If you get overheated, put water on a cloth towel or paper towel and wrap it around the back of your neck and find some shade. Getting overheated is bad news and can ruin your day. This month's **Pilot Briefing** features **Joe Satterwhite**. A few more **Tips & Tricks** are offered this month. Nothing is more frustrating than an engine that just doesn't run right, if at all. The culprit could be due to **Carburetor Air Leaks**. This little trouble-shooting article may just save the day. Situational awareness is important when flying. **Speaking of Safety** gives some pointers on seeing the "big picture" while flying. Do you play with your flight simulator, crash and burn or do you really use it as a training tool. Some advice on getting the most from your flight simulator software is in **RC Flight Simulator Guide**.

Happy Building and Flying- Steve



**Hang in there and stay cool.
Try Float Flying.**

Photo Gallery- Float Fly July 28, 2007

Photos by Steve Warmath



Chief Pilot- John Hall

Although it's still pretty hot during daylight hours, a few brave souls are out on the flightline just about every weekend. I for one can vouch for the definite effect of high ambient temperatures on power systems... both nitro AND electric. When the ambient temperature is in the high 90's, it doesn't take long for an electric motor, speed controller, or even a battery, to reach potentially damaging temperatures.

The new flight line location seems to be working well for those who have tried it out. The wood has now been stained and water sealed. The Southern-most flight station has been completed with the new, heavy-duty plastic lattice and the rest of the flight stations should be done soon. Once the new flight stations are finished we will consider whether or not we need to remove the old barriers and fill the postholes.

The Chief Scribe tells me that this newsletter will contain photos from our upcoming float fly (tomorrow). I have a new floatplane, a Great Planes Seawind, which has flown well off the runway but has not yet been proven off the water. I'm hoping for happy pictures... not those other kind!

See you at the field (or the lake),

John Hall

Chief Copilot- Brad Sharp

[Upcoming Club Events](#)

Club Meeting at the Field- August 2, 2007 at 7:00 pm.

Float Fly August 18, 2007

[Upcoming AMA Regional Events](#)

No Regional Events scheduled for the month. I guess everyone knows how hot it gets in Florida and Georgia in August!

Chief Treasurer- Sam Varn

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

Well, now we've done it. We've shown up on the IRS radar and it's going to complicate things a bit.

"The IRS recently announced that it began mailing educational letters to more than 650,000 small tax-exempt organizations that may be required to submit a new annual notice, Form 990-N, "Electronic Notice (e-Postcard) for Tax-Exempt Organizations Not Required to File Form 990 or 990-EZ." The IRS expects to mail the letters over a period of several months, finishing in December. With the enactment of the Pension Protection Act of 2006 (PPA), the majority of small tax-exempt organizations are now required to submit the e-Postcard. **Previously, tax-exempt organizations with gross receipts of \$25,000 or less were not required to submit information returns.** The first e-Postcards are due in calendar year 2008. The IRS intends to have an option available for free electronic submission of the e-Postcard."

We don't take in gross receipts of anything near \$25,000 per year so we've never filed any kind of report or return with the IRS in the history of the club, to the best of my knowledge. The only thing we file is a state of Florida corporate filing every year which keeps our corporate status intact.

This has all come to light as I cashed in the club's CD recently. The Employer Identification Number (EIN) which I found in the club records (in order to open the CD in the first place) has apparently expired years ago. The only way to get the money out without using my personal SS number was to file for a new EIN. Done. However, in order to do so, we also had to declare ourselves a 501(c)7, an exempt non-profit organization...in our case a "social club".

By IRS definition: (from the IRS website): **Requirements for Exemption - In General: To be exempt under Internal Revenue Code section 501(c)(7), a social club must be organized for pleasure, recreation, and other similar non-profitable purposes and substantially all of its activities must be for these purposes.**

(for those so inclined, you can get more information from this IRS web page:
<http://www.irs.gov/charities/nonprofits/article/0,,id=96189,00.html>

There are other criteria but we meet all of them so this is the path of least resistance in my opinion. But of course this also means we'll have to now start filing reports with the IRS and possibly incur accountant's fees in the future if things get really complicated. So far everything sounds like it will be very simple. In speaking with my CPA she doesn't think we'll have any problems but we will have to do the required filings. All this boils down to is a little more bureaucratic stuff to deal with.

So the life of your club treasurer just got a little bit more complicated. When I get the letter or notice from the IRS, I will take care of it. You can sleep better tonight knowing that, I'm sure!

On to more pressing things. As mentioned above the CD has been cashed and is currently in our checking account. We ended up earning \$1,228.15 in interest over the 13-month term of the deposit. Even though the club membership wished for the money to be held in a very liquid state (in the checking account), I am investigating other options in order to gain some level of return on our money. So far I've found 3 month CD's and 6 month CD at abysmal rates (1.5%) but I'll keep looking. Even though an alarm was thrown at the last meeting about the possible need of immediate liquidity, I personally don't think things will happen so fast that we won't have time to access our money with little or no penalty. I hate to see it languish in a 0% situation when we've done so well just this past year. I have also found an 11-month CD that will pay us 5.25%. I will do nothing without club approval but I would like the membership to reconsider their position and allow this money to be invested again. Even if we paid a penalty we would most likely still come out ahead. I will be bringing this up for discussion at this meeting so if you have any thoughts, please do not hesitate to voice them.

Once again it's time to remind everyone that **DUES ARE DUE!** I have received a few more payments in the last couple of weeks but we still have a substantial number of members who have not renewed. Please ask your flying buddy to send in their check as soon as possible if they have not already done so. They can also pay us via PayPal. I will be sending out a final late notice via PayPal in hopes of getting a few more members to renew.

Here's the state of the treasury this month:

Checking: **\$0.00** Cash: **\$0.00** Savings: **\$0.00** CD: **\$0.00**

Total funds **\$0.00**

Additionally, we have **\$0.00** in PayPal payments, which have not yet been transferred, to our checking account. When that happens, our total funds will grow to **\$0.00**.

That's all I've got for now. Please pay your dues and encourage others to do the same!

Sam

Chief Scribe- Steve Warmath

The July meeting at the field was called to order at 7:00 PM. **Brad Sharp** recorded minutes of the meeting.

Meeting was called to order at 7:00 PM.

Treasurer's report

Sam presented the monthly report, reminded members that yearly dues were due on July 1st, and that a significant number of members have not yet paid. He then opened a discussion suggesting the club move more money into CD's in order to increase returns. Discussion was left open.

Old Business

- Park & Recreation Update-As a result of the park status report from Mike Atkinson, primarily focused on budget cutbacks, The earlier discussion on moving more funds into the CD's was revisited. Concern was expressed about the availability of 'on-hand' money and penalties to get money out of the CD's in the event the club is offered space to move the field but needs more money than anticipated. Gordy suggested, and several others agreed, that if we are offered an opportunity to move, even at our own expense, we should do it. However, no related motions were offered at this time.
- Air Fest 2008- Jeff Owens stated that Air Fest planning is already taking place for 2008. In particular, he said they are putting in the bids early with the military in order to better assure military participation. Air Fest will again be scheduled on Armed Forces weekend. Club participation is again most welcome.

New Business- None

(After the meeting notes from Brad Sharp: We should begin discussions regarding preparation for 2008. We will likely be restricted to flying (small) electrics again. We should think about what we might add to enhance our presentation at this and similar events in the coming years. This is especially important when we cannot fly the larger fuel and electric powered models, and are restricted to models that can be flown in smaller airspaces similar to what we had at the 2007 Air Fest. Club members are encouraged to get an electric that fits and will present well at Air Fest, and practice, practice, practice. All Air Fest pilots must be officially qualified by the Club as event-demo pilots before being approved to fly at Air Fest.)

Announcements

Lake Surovec Float Fly Saturday, 7/28. Francis and Janet Surovec have suggested August 18th and September 15th or 22nd as dates for monthly float flys for August and September.

Meeting adjourned at 7:25 PM.



Watch those sharp left turns!

Pilot Briefing- Joe Satterwhite

- I was born at Dale Mabry Air Field, Tallahassee, FL.
- At the age of 5, I moved to Dudley Shoals NC.
- In 1958, I moved to Monticello Fl.
- In 1961, relocated to Mankato, Mn.
- Worked a Kato Eng. Co., built motor generator sets, and went to Mankato State University.
- In 1970, I went to work for city of Mankato as a patrolman.
- I met my wife Debbie at Mankato State University and married in June 1972.
- We moved back to Tallahassee, FL in 1974.
- I worked for Davis Water and waste company, Thomasville Ga.
- In 1978, I went to work at Gulf Stated Eng. Co. Tallahassee Fl.
- June 1980 started working at Campus Design, Florida State University.
- I am a Senior Electrical Engineer at Florida State University. Job duties include electrical design for office renovation class rooms, lab spaces and outside lighting. I provide cost estimating for electrical work for the university. I also assist the electrical shop in trouble shooting electrical problems on campus.
- As a boy I built model airplanes and cars and flew control line airplanes.
- I raced open wheel cars on paved road courses most of my life.
- I started flying model airplanes in 2002.



Working at Florida State University brought me in contact with several people in the R/C club. I enjoy interacting with people in the Club. I also like the large R/C events, talking with people and looking at their model airplanes, helicopters and equipment. My favorite model is my P-38 hanging at the Hobby Shop. I enjoy large scale and military models. I am looking forward to getting a large-scale floatplane. I also hope to have my giant scale Telemaster flying this fall. I have started to work on a large scale T-6A. Frank, at the Hobby Shop, finds too many airplanes for me.

I would like to thank (in no order) people that have helped me and been a influence on me, Gordie Mead, Bill Rogers, Jay Luedecke, DR. Mike Atkinson, Jeff Owens, Frank Bastos, Bob Burke (hard trading), John Hall and Don Dotson.

Tips & Tricks

Balsa Filler

Joint Compound as used to finish drywall makes a great balsa filler. It can be thinned and cleaned up with water, can be dried in a couple of minutes with a heat gun, sands easily, and becomes rock hard after a couple of drops of CA have been applied. It can also be colored with food coloring.

Fiberglass Seam Tape

Fiberglass seam tape also used to finish drywall is available in 3 in. wide rolls. It has a sticky back to keep it in place and can be used to reinforce construction joints, cowls, and other parts.

Home Brewed Model Cleaner

I don't remember where I read this but it was in one of the modeling mags. The formula below makes one gallon of cleaner. It works good just watch out for the fumes from the ammonia when you mix it.

- 10 Parts Water (90oz) (11 1/3cups)
 - 2 Parts Denatured Alcohol (18oz) (2cups)
 - 1 Part Ammonia (9oz) (1cup)
 - 1/4 Part Dish Detergent (2oz)
-

CA Filler For Building Joints

If balsa wood joints don't quite match or are out of square just fill the space in the joint with Baking Soda or Micro Balloons and apply thin CA. Of course I'm talking about small gaps not quarter inch spaces. A word of caution here when you apply the CA watch out for fumes and smoke.

Pencil Soldering Iron

A low wattage pencil soldering iron can be used during the covering process. Use it to open holes for wing bolts or slots for landing gear wire. It can also be used to cut covering that has been applied to a balsa surface without cutting into the balsa like a razor blade would. The neat thing is, it seals the covering as it cuts.

Cutting Holes In Fiberglass Parts

If you have a drill press a RotoZip tool bit works great for cutting holes in fiberglass parts. Drill a starter hole in the part chuck the bit up in your drill press and you can cut any shape you want.

Setting up pull- pull cables

You can use elastic cord material available at craft stores to simulate pull-pull cables when setting them up. It ties off easily, it can be stretched tight, and it's easy to see and follow in the fuse.

Installing Robart Hinge Points

This is a [video](#) I downloaded from RC Universe. It explains how to install Robart Hinge Points if you follow it you will have a nice strong clean installation

In Fuse Antenna Tubes

I like to hide the receiver antenna inside the fuse on some of my models. I usually use a piece of outside nyrod for the tube. The problem is that the antenna will slide out of the tube from vibration. I came up with a neat way to stop this from happening. Drill a small hole through the side of the nyrod tube about 1/2" from the end. Place the antenna through this hole and into the tube then use a small piece of fuel tubing to keep it in place. It's easy, neat, and very secure.

CARBURETOR AIR LEAKS *By Clay Ramskill*

There are several carburetor designs, and each of them seems to have its own potential spots for air leaks, and then its own peculiar "fixes" for those leaky areas. We'll attack these by area, and try to mention particular brands as they apply.

The carb-crankcase connection: OS and clones (ASP, Magnum, Royal, etc.), and many other brands use an "O" ring here. The problem is that the carb seats solidly at the bottom without putting much pressure on the O-ring, or the O ring is just too small or worn out. Use a new ring, one that is thicker, or double-ring it. You could also grind or file a bit off the bottom of the carb so that it will slide in lower and put more pressure on the O-ring. Fox carbs are peculiar in that they are square, and are sealed entirely by silicone sealant. Use the high-temperature type.

The high-speed needle. An endemic problem, because most carb designs require that the threads be a little loose between the needle and its housing so that the needle can "float" a bit up near its point, to allow for manufacturing tolerances being slightly off. Fox, some K&B and OS FP are particularly susceptible - use some fuel tubing to make a "gasket" at the joint between the needle and its housing (see figure). The more expensive OS and clone carbs use tiny O-rings to provide a good seal and allow some movement. The problem here is usually with the clones - they don't use a good O-ring, or the seats for the rings are too deep or too wide, and they leak! The OS O rings are available - if the O-ring seats are not done correctly, though, you may be out of luck!

The low-speed needle. On Fox carbs the same applies as for the high-speed needle. Most OS and clones use some type of packing inside the carb barrel to seal this needle - I don't know of a fix if it's loose, other than perhaps some silicone sealant.

The fuel inlet nipple: On Foxes, they just screw in; tighten or use some locktite, also. Many other brands such as OS and clones have a tiny gasket for the nipple - it can break or just be squeezed out, causing a bad leak. The same may apply for the nipple for muffler pressure. Buy or make a new one if this happens.

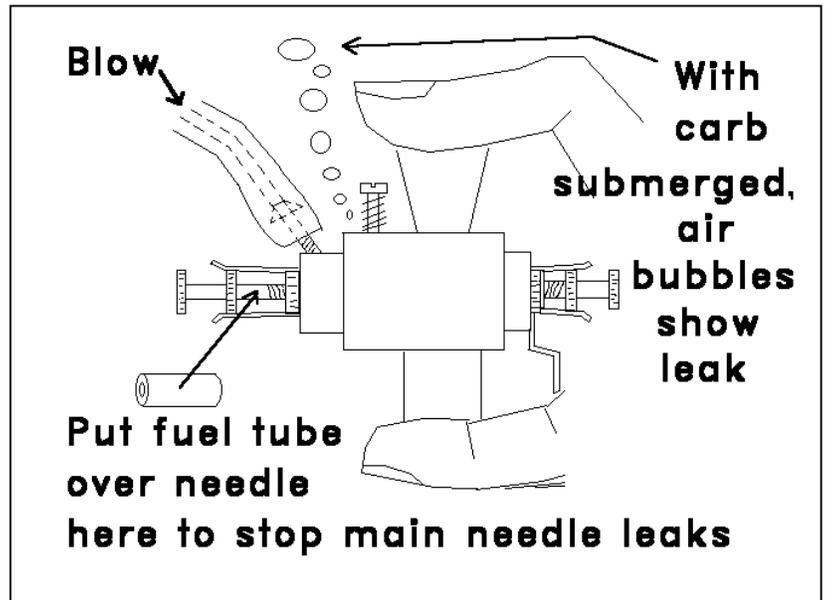
The idle stop screw: Can easily be a problem, especially OS and clones that use a gasketed housing that screws into the carb body, and the screw then goes into this small housing. The little gasket can fail, or the screw - housing joint gets sloppy. Fox and some K&B carbs just use a little spring to keep the screw from backing out. With some vibration, these can really get sloppy. Sealant and maybe a locknut on the screw can cure this.

The barrel - housing joint: On the low-needle side, the joint between the carb body and the barrel is open. Supertigre and some other brands use a rubber cover to secure this joint. On other brands, if the fit between the barrel and the carb body gets too loose, it will leak, and there's not much you can do about it, except replace the carb!

TROUBLESHOOTING: If you can't get fuel to the carb by choking the engine, suspect an air leak in the carb if your fuel line is in good shape. Smaller air leaks show up when your engine tends to lean out badly going uphill in the air.

The O-ring between the carb and the body - remove the carb, and replace with a piece of paper between the O-ring and the carb. The paper should be hard to remove, or even tear; if not, there just isn't enough pressure on it.

Other leaks - remove the carb, put some spare fuel tubing on the inlet nipple. Holding your thumb and fingers over the top and bottom air holes, insert the carb into water and blow, turning the carb over so various areas are on top (see figure). Wherever air comes OUT, air can get IN! This little exercise may amaze you - and with an older unit, blow your mind! In general, the larger the bubbles, the worse the leak. Be sure to oil the carb afterwards to prevent rust.



Speaking of Safety by Tim Sherwood

Tunnel vision. How many times have you been flying and had the bejeezes scared out of you when another plane flew through your field of view?

It is amazing how little we actually see when we are flying our model aircraft. The intense concentration that it takes to fly via remote control makes it difficult to maintain a good field of peripheral vision. This tunnel vision is one of the reasons that a spotter is so important to safe flight operations. The extra set of eyes will expand your vision even more and can be of tremendous help in an emergency, but there is something else you can try.

Pattern flyers work very hard at expanding their field of view as this improves their situational awareness allowing them to make full use of the acrobatic "box" and to place their aircraft precisely within it for each maneuver.

After reading a pattern flyer's article about expanding the field of view, I've tried it, and yes, a little work can be done. The first thing that you work on is to relax while flying. Work at relaxing? Isn't that an oxymoron? Once airborne and trimmed out, throttle back and get comfortable. Take a few deep breaths and loosen up. Now look around, practice looking ahead, behind, above, and below your aircraft while keeping your plane in view using your peripheral vision.

This may sound complicated, but think of your field of view as a TV screen. Normally you see a picture that is "zoomed in" with the aircraft filling up most of the screen. To look ahead we are going to see the airplane slide over to one side of your "screen" and magically appear to shrink. The farther ahead we look, the smaller the plane will become. To look ahead and down, the plane slides to the upper corner on the "screen," and so on.

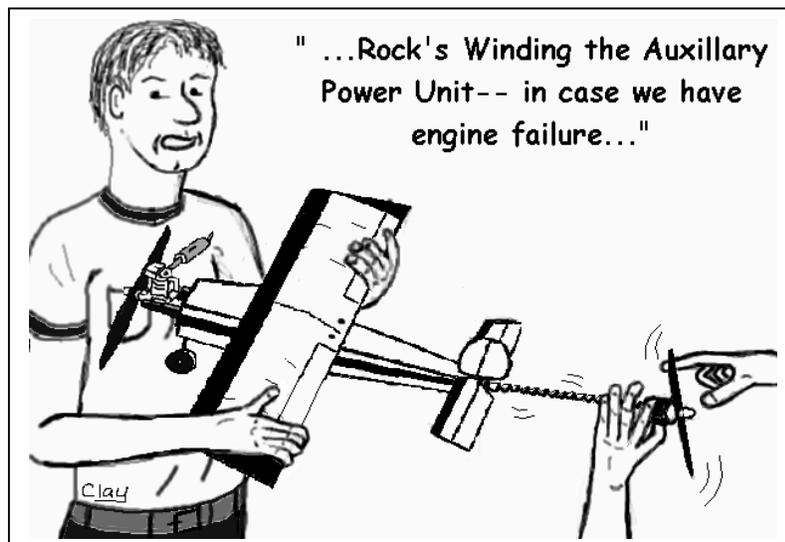
Sounds silly doesn't it? Try it and with a little bit of practice, you can begin to see more of what is actually out there. This makes it easier to keep track of where you are over the field and will give you a greater degree of precision in placing your aircraft exactly where you want it for maneuvering or landing. This can be a big help in an emergency such as an engine-out situation. If you know precisely where you are, you can execute a better dead stick approach to a safe landing. It may also help spare you the embarrassment of making a beautiful three point landing ON TOP of your flight box, or taking off directly into one of the infamous balsa-eating trees that ring our favorite flying fields.

RC Flight Simulator Guide

by: Andre McFayden

RC airplane flying is a fun and challenging hobby. The time and expense of learning to fly remote control airplanes has been greatly reduced in recent years. RC flight simulators have been one reason for this. These are programs that run on your home pc, allowing you to practice "virtual" flight. Here are some tips for getting the most out of your rc flight simulator ("sim").

- 1) Read the system requirements before you buy or install a simulator. Some of these programs need high-end personal computers to make the most of their features.
- 2) Use your own transmitter if possible, instead of a dedicated control box. It's good to have the exact same "stick feel" on your PC and at the field.
- 3) You may need to reduce the graphics resolution, so that the plane's movements are smooth. Realistic graphics are nice, but flying realism is what you are really after.
- 4) Master the simple stuff first. There's no point in doing loops if you can't takeoff without crashing half the time.
- 5) Landings can be more challenging on the sim than in real life. This is because of reduced perspective, i.e. you won't know exactly where the ground is till the very last second. Just pick a flat spot of ground near where you're "standing" and go for it.
- 6) If a maneuver goes wrong, try to complete it. Don't just hit reset halfway through a botched loop. Try to recover from the problem, as there is no reset bar in real life.
- 7) Have a lesson plan. Determine to fly from point A to point B while doing X, Y and Z. Don't just go where the airplane takes you! Remember, this is radio "control", not radio "follow the leader".
- 8) Take breaks periodically. RC flight simulators can actually be hard on the eyes and body.
- 9) When you have mastered basic flying, deliberately put the sim airplane into unusual attitudes and try to recover.
- 10) When you've mastered basic flying and unusual attitude recovery, make the program a bit more challenging. Trying adding more obstacles, e.g. trees. Adding wind is a good way to stretch your abilities. Wind speed and direction can often be changed in the sim, and this is something that happens in real life as well.



Seminole Radio Control Club Tallahassee, FL

AMA Charter #216, 1969-2007

SRCC Officers

President – John Hall
Vice President – Brad Sharp
Secretary/ Newsletter Editor – Stephen Warmath
Treasurer - Sam Varn
Field Marshall – Chris Bailey
Field Safety Officer- Shannon Black

Field Hours

12 Noon till Dark- These hours apply to **all** aircraft, gas **and** electric.

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
Mike Kinsey- Primary/ Advanced Flight Instructor	566-0144
John Hall- Primary/ Advanced Helicopter Flight Instructor	893-6457
Jay Leudecke- Primary/ Advanced Helicopter Flight Instructor	508-7135
Jeff Owens- Ground School/ Airworthiness Instructor (Fixed Wing)	894-2504
Steve Warmath- Ground School/ Airworthiness Instructor (Fixed Wing)	509-0672
Frank Bastos- Hobby Town Flight Demonstrator	671-2030
Don Coon- Leon High Aerospace Club Instructor	488-1971 x 1950

Club Meeting Location and Time – Meetings from April thru September are at the Field starting at 7:00.

The regular club meetings are held on the first Thursday of each month at 7:30 PM at the Grace Lutheran Church on Miccosukee Rd. Head out Miccosukee Rd., cross Capital Circle NE, and the entrance will be the first one on your right. Once you park, follow the sidewalk around the left side of the building and go down the hill. We meet in a room on the first level.

Newsletter Submissions- Submissions are requested to be in M.S. Word format. 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 23rd of the month. Send your submissions to ssw@nettally.com or by phone, Steve Warmath at 509-0672.

Hard Copy Printing of the SRCC
Newsletter provided by Apogee
Signs & Graphics.



ap-o-gee (n) - The farthest or highest point; the apex.
apogee SIGNS & GRAPHICS is a division of 1 Hour Signs, Inc. ES12000314