
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, May 18, 2023

The Wine House
1355 Market Street

Fire in the Workshop!

Jay Wiggins

It's not just li-po batteries. The other day I set the workshop up to do some covering. I plugged in my covering iron and set it on medium heat. I went about the business of gathering up materials. In a few minutes I thought I smelled something hot. The covering iron seemed too hot so I turned it down to low. I continued gathering up the stuff I would need. Now I'm smelling something scorching hot!

I got it before it actually caught fire, but you can see the damage to one of my work tables. Thermostat failed! Lesson learned!



Here are pictures of the damage done to the covering iron and to the top of the workbench. Yikes!

Adventures in Aerobatics

Jeff Owens

I started flying RC planes in 1970 with a 3-channel Sterling Mambo Special with an OS .19. We flew out of a hay field with no mowed runway - hand launches were the order of the day. I had an instructor who helped me through the first ten flights and then, after I had landed some distance away in the tall grass pronounced that I had soloed and now I just needed to practice. He flew a bright red Banshee pattern plane and I was impressed with all the maneuvers that he could do with it. I made up my mind then that I would learn to fly aerobatic maneuvers.

Fast forward to 1995. I did learn to fly pattern maneuvers and by then had flown in about 60 contests. I had also earned my pilots license in 1985 and bought a Cessna 182 in 1987. I heard about an IAC (International Aerobatics Club) competition in Keystone Heights, Florida and decided to fly over and watch it. While there I talked with two contestants and asked how they

got started. It turned out they were both instructors for Mudry Aviation in Flagler Beach, Florida and taught aerobatics in a CAP-10B (a French aerobatic trainer.) They invited me to fly over and take some lessons!

Some weeks later I did just that, as I had always wondered what it felt like to fly the maneuvers that I was used to doing with an RC plane. First there was some ground school to discuss the characteristics of the CAP-10B and how to fly the various maneuvers we were about to do. There was also a handbook covering the material in the ground school. After that it was time to preflight the plane and then go fly!



This is a picture of me getting ready to fly in an IAC contest in Bartow Florida. The plane is a CAP-10B. I flew in the Basic class and ended up taking second place. As I was not certified for solo aerobatics an instructor was present in the plane but would only take over if I got into trouble. Thankfully, the contest flights were fun and problem free!

Getting back to that first flight... The plane has side-by-side seating with a joystick as opposed to a control yoke. The throttle is on the left side of the cockpit, so you fly right hand on the stick, left hand on the throttle. After getting seated in the cockpit the first thing is to check for any loose items that might fly around the cockpit. You don't want anything to jam the controls! Glasses, pens, etc. must be carefully stowed. Then one hooks up the five-point harness. Take two deep breaths and then exhale before tightening all the belts. Then do it again. It feels like you can hardly move - and that is, of course, the whole point. Your feet and hands are free, but the rest of you is tightly strapped to the plane. This was my first experience in a tail wheel airplane, so I had to learn how to taxi using S turns in order to see what was ahead. The take-off was uneventful and soon we were at several thousand feet on a beautiful sunny day. The CAP-10B has a Lycoming 200

hp engine with a constant speed prop. It is fuel injected and has an inverted oil system so that one can fly at any attitude. Time to cage the artificial horizon and get ready to maneuver.

The first “get acquainted” maneuver was inverted flight so I rolled the plane upside down - and suddenly I couldn’t see anything! After pulling the shoulder straps tight there was extra strap material and when I went inverted these straps flew up (down!) and covered my eyes. New checklist item - tuck straps under the harness. OK - now I could see, but my feet were hitting the bottom of the instrument panel and were no longer on the rudder pedals! New checklist item - tuck feet under the straps that are on each rudder pedal. Meanwhile, I am still flying around inverted. I got my feet back where they belonged and was actually enjoying flying around upside down. I was pleasantly surprised that it felt so natural - apart from the sky and the ground being reversed from their usual positions. We did this for what seemed like several minutes and then rolled upright in order to move on to the next maneuver - an axial roll. I’ll cover that in the next installment.

My initial observation from this first flight was that I felt as if I were one with the plane. With the tight harness you are completely connected to the airplane - any slight motion feels as if you are doing it, not the airplane. It is completely different from the feeling that I would experience in my 182 where I’m simply riding in the cockpit. I felt as if I was totally connected to the plane - and I was. Add to this the increased sensitivity of the controls. The plane would react instantly to the slightest control input. It is hard to put into words, but there is a feeling of complete freedom. You and the plane are one, doing whatever maneuver you wanted to tell the plane to do. What a wonderful feeling!

Thinking back on that first flight I pondered why inverted flight seemed so natural. And then I remembered an amusement park that was several miles from the house in which I grew up. There was a ride that had airplanes attached to supports that would allow them to be raised and lowered as they went around in a circle. The airplane had a control wheel and you could roll the plane 360 degrees. I remembered that I loved rolling the plane inverted and cruising around upside down. I was perhaps 10 or so at the time. But that is most likely why flying the CAP upside down was such fun - I was just being a kid again!

As we all know, the internet is a fabulous resource. I actually found a video of the ride I was referring to. It is at

http://www.youtube.com/watch?v=lWZwda9_8pc . What a hoot - there was even one kid who flew around upside down!

April Opening Day Event

Jeff Owens

By now I am sure that you are aware that the March Opening Day Event was cancelled due to weather. It was decided to combine the Opening Day Event with the already scheduled April Fun Fly. I am happy to report that the weather cooperated this time and Opening Day Event went off without a hitch on Saturday April 15, 2023. I was away at a contest, so I am relying on reports I received after the event. There was a lot of flight training going on along with good food, goor cheer, and lots of flying. The signs on the highway helped pull in visitors, some of whom took a try at flying one of the trainers. All in all it was a successful event. Jim Ogorek took the pictures that are shown below - Thanks Jim!





Club Meeting News

Jeff Owens - Secretary

The April meeting was called to order by President Jay Wiggins at 7:00 PM on April 20, 2023 with 14 members in attendance plus 4 more on Zoom. Returning members Fred Schmidt and John Clark introduced themselves to the members present. Welcome back to you both!

Member Recognition - David and Deborah Coury for the organization and execution of the April Opening Day Event; Ken Kushner for handling the garbage detail; Gordie Meade for mowing and Ed Budzyna for weed whacking; Marcy Driscoll for handling new memberships, pylon racing, and all the club renewals that come this time of year; Jim Ogorek for PR and designing the event flyers; Jeff Owens for the Newsletter; Dr. Randy Reese for providing medical assistance to a member at the field; Chris Mason for duty as chief cook; Dr. Mike Atkinson for all his training efforts; Dr. Mike and Sam Varn for the event signs that have brought in many visitors; Ed Budzyna for providing donuts!

Vice President's Report - Davis Coury - the April Opening Day Event was a success. Thanks to everyone who helped make it so. Event receipts showed that we broke even on the food. The next event is our Memorial Day Warbird event on Saturday May 27, 2023.

Treasurer's Report - Marcy Driscoll - since there was no March meeting the January and February reports were both approved as published. All required reports and paperwork to AMA, IRS, and the State of Florida have been completed.

Secretary's Report - Jeff Owens - the minutes of the February meeting were approved as published. AMA sent out a reminder that that the UAS remote ID requirement will take effect in September. As an FAA Recognized Identification Area (FRIA) we will not have to have remote ID as long as we fly at the field. The FRIA application for our club has been sent to the FAA by AMA on our behalf.

Training and Safety Report - Mike Atkinson - the training season has been busy and several students have soloed recently. The TAG grant results should be known by about May 1. Some pilots are not respecting the flight safety line. Remember to stay north of this line.

There were no items for old or new business.

Program - Jay Wiggins - gave a presentation about the Lake Hood Seaplane Base in Anchorage, Alaska. This included videos of landing a ski-equipped Beaver on a glacier! Very cool!

The meeting was adjourned at 8:16 PM.

The Seminole R/C Club Tallahassee, FL

Officers

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| President | Jay Wiggins (moonangelb@gmail.com) |
| Vice-President | David Coury (ddcoury@gmail.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.
