

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

September 15, 2022

The Wine House
1355 Market Street
Eat at 6:00, Meet at 7:00

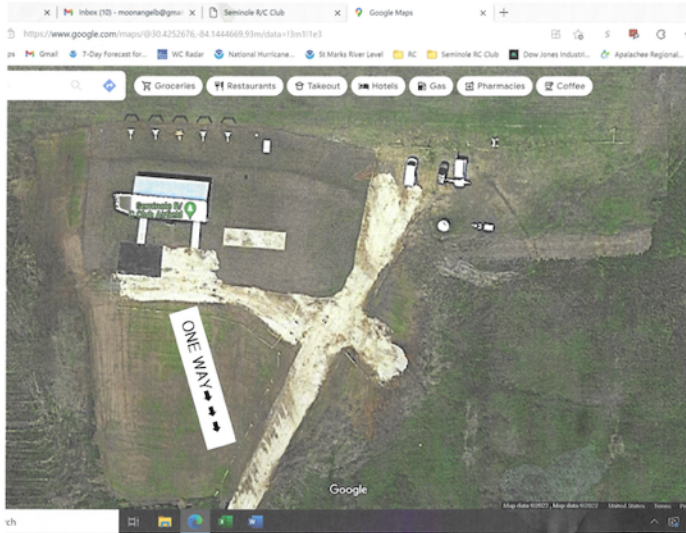
South Parking Lot

Jay Wiggins via email

As most of you know, the fencing at the field is now complete. Also, the grass in the south parking area has benefited from Gordie's mowing, fertilization, and generous rain. In the near future we will open the south parking area for use. We do have some concerns about the steepness of the area and potential for rutting and gully washing. Therefore, we have established a traffic flow pattern that we ask for you to please observe. Very simply put, please do not move any vehicle in an uphill direction while in the south parking area. If you park in the south area and are ready to load your equipment to leave, please drive downhill to the exit, turn left onto the rock driveway, then continue back up to the loading area on the rock. Please refer to the attached diagram.

The south parking area will mostly benefit those pulling trailers or who have large, difficult to maneuver vehicles. Most of us who come in cars will still unload, drive back down the rock driveway, then park in the east parking area or the east side of the driveway near the port-o-let.

Please refer to the attached diagram. If you have questions, don't hesitate to ask. In my mind the completion of the fencing and opening of the south parking area means that the construction of our facility is finally 100% complete and finished! Celebrate!!



On the left above is Jay's sketch of the traffic flow for the South Parking Lot. The basic rule is to never try to drive uphill as that might tear up the grass. Enter at the top, exit at the bottom.

The field was aerated last week. Mike Lassiter supplied the photo on the right. You can see the straight lines on the field where the sod was aerated. This should help the grass to grow - just watch out for the ruts if you have small wheels!

Senior Pattern Association Contest

Jeff Owens, SPA President

It has been pretty quiet since our BBQ and Night Fly event, so I had to use some imagination to come up with something to write about. The Senior Pattern Association is an organization dedicated to flying precision aerobatics using the rules and planes from the 1970s before the modern "Turnaround" 2 meter events were developed. You can read about the different styles of pattern flying in some columns I wrote for the Club website - click on the Pattern Talk link on the website. SPA activities are described also on the SPA website seniorpattern.com. This year has been a tough one for competition due to the fickle nature of our weather. A March contest was cancelled due to temperatures in the 40s with 25 mph winds. Another one was cancelled in July because the heat index was 110 for many days in a row. But the weekend of August 20-21 saw some really nice weather at Mac Hodges Field near Americus Georgia. As a result we had a larger than usual turnout of 21 pilots - many were new members, which is a good sign for growth.

Mac's field is well known to RC modelers in the Southeast as it has a beautiful grass field with a huge pavilion - and air conditioned rest rooms! It also has about 35 full hookups for RVs. It is simple a gorgeous venue for a contest. The field is large enough to handle full sized aircraft as well and Mac has a fleet of about 6 experimental aircraft in his hangar. The CD had an aircraft radio to communicate with planes leaving or arriving.

As is typical of a pattern contest we flew four rounds on Saturday and two more on Sunday. Everything went smoothly from an organizational standpoint, although there were a few mishaps. There was one very dramatic midair that caused balsa fragments to rain down for some time. Another pilot lost orientation and his plane met a terminal demise. And one other ran out of battery power and the resulting landing ripped out the landing gear - easily repairable however.

I am including a variety of photos I took along with some captions to give you an idea of what a pattern contest looks like and what some of the 70s vintage pattern aircraft are like.



This is Lori's RV - our home away from home. That is my Curare set up on my flight box as I was preparing for a practice flight on Friday.



A beautiful Joe Bridi UFO built by Terry Boston from Memphis and flown by Jim Johns from Alabama.



CD Dave Philips amassed a great collection of raffle prizes including three kits, three engines, and a variety of smaller items. No, I didn't win any...



Here is a two-place experimental aircraft preparing for takeoff.



And here is a nice Cessna 182C on its takeoff roll.



Here is a shot of the pilots with their planes just prior to the start of the contest.



Dave Philips' Bootlegger in front and Curare in back. Both are electric powered.



Gordon Talbot's nice UFO in front and a Super Kaos in the back. The UFO died a glorious death in a midair, but Gordon finished the contest using the Super Kaos.



The early morning grass was a bit slick so braking was tricky. Six of us pushed the plane back out of the crops with no damage. It flew out again later that day.



A Daddy Rabbit, A Curare, a Super Kaos, and a modified Super Kaos with an Ultimate Kaos fin and stab. Note the shade for the judges - really needed!



Terry Boston putting in a flight in the Advanced class with his wife calling the maneuvers. Again, note the shade for the judges and several spectators.



Lori and others relaxing between flights. Lori calls the maneuvers for me and helps me carry the equipment to and from the flight line.



My Curare in the foreground with two more behind it. This version is rather popular - there were 5 at the event. Some were nitro and some, including mine, were electric.

All in all it was a very enjoyable weekend. Mac's field is only 133 miles from my house, so this is the closest contest for me. Some of the others involve a driving distance of 550 miles or so, making this one feel like a "local" contest! I was flying in the Sr. Expert class and ended up 2nd behind my perpetual nemesis, Jerry Black, from Kingsport Tennessee.

Pylon Racing Tips

Following the regular August meeting Friedrich Mursch presented some tips and techniques for improving one's pylon racing performance. He discussed proper control set up, tips on how to lighten the aircraft, and suggestions for improving one's control of the plane. He covered the following items:

- How to strengthen the airframe
- How to set up the control throws to improve the performance in turns
- Mixing elevator to ailerons in order to get the optimum turn about the pylons
- Tips on how to lessen the drag of the airframe

In addition, he discussed proper racing technique in order to reduce the speed loss on both the straight and turning portions of the course.

Friedrich has offered to host a series of workshops at the field where each participant's technique will be reviewed and critiqued, the goal being to obtain the optimum performance from each aircraft. Stay tuned, as these sessions will take place this fall and will be posted in the newsletter, on the web, and perhaps via email.

Club Meeting News - Jeff Owens, Secretary

The meeting was called to order at 7:00 PM on Thursday August 18 by President Jay Wiggins. There were 14 members present plus 8 more on Zoom. Jay started by introducing new Member Gerald (Jerry) Lopez and returning member Randy Reese. A round of applause was given to Gordie Meade for placing 1st in the Expert Helicopter Class at the AMA Nationals.

Member Recognition - Rhett Boudreaux - BBQ setup and break down; Jim Ogorek, Ed Budzyna, Mike Picou, Benita Wiggins, Mike Atkinson, and Theo Titus - BBQ breakdown; Ed Budzyna for helping remove the old fencing and for continued trimming and weedeating; Troy Emmitt for donating shop rags; Jim Ogorek for working on the new windsock pole (the hole has now been dug and the installation will be soon); Sam Varn for arranging for our new shirts; All Club members for the welcoming attitude shown to visitors and new members.

Miscellaneous Field Activities - Jay Wiggins - The new fencing is complete. The old safety fencing needs to be removed. Any help would be appreciated. The old fencing is available to whoever wants it but the T poles are to be retained by the Club.

There will be a Park Employees Appreciation Cook Out at some point this fall - stay tuned.

The BBQ Night Fly was a success. We can have other night flying events and it is easy to get Park approval. Watch the web site on the Events page for information when it becomes available.

Budget comments - Jay Wiggins - We are currently about \$300 ahead of where we were at this time last year. The goal is to keep our spending in line with our dues income so as to preserve our savings balance.

Vice President's Report - none

Treasurer's Report - Marcy Driscoll - the June report was approved as published in the Newsletter.

Secretary's Report - Jeff Owens - the July meeting minutes were approved as published in the newsletter.

Old Business - none **New Business** - none

There followed a Pylon Racing presentation by Friedrich Mursch - see the description in this issue.

The meeting was adjourned at 8:40 PM.

The Seminole R/C Club Tallahassee, FL

Officers

President	Jay Wiggins (moonangelb@gmail.com)
Vice-President	Rhett Boudreaux (geobatch@aol.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.