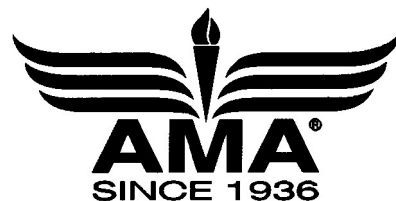


The Seminole Flyer



Charter member of the Academy
of Model Aeronautics since 1969

AMA Charter Club 216



January 2014 Issue

Club Meeting News

Randy Yarborough, Secretary

Call to order

The meeting was called to order on January 16, 2014, at 7:03 p.m. by President Mike Levine.

New members were welcomed, Mark Cann and John Clark.

First item mentioned and reviewed was the current 2014 **Club Calendar**.

Museum of Florida History is hosting children's Day on January 25, 2014 from 10:00 am until 4:00 pm. They are requesting a display of aircraft and helicopters from volunteer SRCC pilots. Coordinate with Mike Levine.

Perry Swap meet will be held on February 28th and March 1st. Tables will be available for club members. Come sell or buy. Some great deals to be had.

Annual opening day fun fly will be held at SRCC field on March 8th and rain date is March 15th.

Southwoodstock will be held in the Southwood community on April 5th. More details on the event will be available soon.

Memorial Day Warbird Fly-In. (This will be a registered event.) General flying welcome. Proceeds will go to the club for future events or SRCC needs. More details coming soon.

Flying for a Cure October 4th, 11th, or 18th. This is a fund raiser for the American Cancer Society. More details coming soon.

May or June fly-in and picnic. Dates and details coming soon.

Secretary's Report

December 2, 2013, SRCC general meeting minutes were read by Randy Yarborough and approved.

Treasure's Report

Bill Ashbaker read the current treasures report. Bank balance \$25,162.18. Positive cash flow \$920.84.



Old Business

Tristan Seeley was appointed to be chairman of the new training committee and to assist in buying two trainer planes and transmitters for future training of interested members and new members. Tristan accepted the position. Mike Levine proposed a purchase of two new trainer airplanes and buddy boxes. Up to \$600.00 was proposed, voted and approved by general members.

Mike requested the members to consider adding sod and turf to the general areas around the pavilion. A motion to spend up to \$300.00 was proposed, voted and approved by members.

Mike requested members to think about a spring workday before March 8th. Dates and times to be determined soon.

Mike Levine requested a safety update meeting by Club Safety Officer, Jim Ogorek, to be held before the spring fly-in. More details coming soon.

New Business

Members are encouraged to make recommendations for new events for the enjoyment of all.

Bill Ashbaker will spearhead a project to create a Google Group for general members. Also, Bill will create a classified ad section of the monthly newsletter for swap, sell, trade or purchase of new or used items by general members.

Leon County has advised SRCC of some fencing and portable bathroom facilities changes to begin immediately once Mike Levine has visited with the county officials.

Next Board Meeting

February 13, 2014.

Next Club Meeting

February 20, 2014, at Beef O Brady's, 1800 Thomasville Road, 7:00 pm in the meeting room.

Adjournment

Meeting adjourned by Mike Levine at 7:49 p.m.

Google Group for Club Members

Subsequent to the January club meeting, A Google Group was set up and invitations to join were sent to all club members. A communication tool like Google Groups offers members the ability to send emails to large groups like our club and receive club announcements and notifications. There is no cost to join, just accept the invitation that was emailed to you. There is one complication. If you are not a Gmail user, you have to open a Gmail account to use the group. Once again, no cost.

Members are encouraged to join to bring our club members closer together and to keep everyone knowledgeable of club-related current events. Individuals can use the group to ask other members for help with RC technical questions, to see if someone has "that part" that you need right away and to let everyone know if you have something you would like to trade or sell.

The group offers a lot of opportunities, but everyone has to join for it to work.

If you have trouble with the Google Groups invitation that is set, let Bill Ashbaker know at:
seminoleradiocontrolclub@gmail.com

Future Club Meetings

For the entire 2014 year, club meetings will be held on the third Thursday of each month at Beef O'Brady's on Thomasville Road near the HobbyTown USA store. Our February meeting will be at Beef's at 7:00 pm on Thursday, February 20th. Come early and enjoy dinner at the meeting. Significant others are very welcome to all meetings.

Jim Ogorek Recognized

The Seminole Radio Control Club is grateful for Jim Ogorek's service as club president for the last two years. Being club president is not fun. The president is blamed for everything that goes wrong and seldom praised when things go right. And with a club membership as diverse as ours, personal issues can get sticky. Our new president, Mike Levine, presented Jim with a big thank you and a plaque recognizing his service for the good of the club. The plaque was presented at the club meeting.



New Members

Mark Cann and John Clark joined the club during our January meeting. Please welcome them when you get the chance.

With many thanks to Jim.

AMA Membership and Club Dues — Again

Twenty-four of our members have not renewed their AMA membership. Lack of AMA membership is the one of the few things that can prevent you from flying at the field. You will recall that we are required to have individual AMA insurance under our lease contract with Leon County. If an accident involving personal injury or property damage occurs at the field and you do not have current AMA coverage, it could be very distressing and expensive for you and the club could lose our field for being in violation of our lease contract. If you do not renew, you may not fly starting January 1, 2014.

Also, it's time to renew your club membership. Dues are: \$60.00 for general membership, \$75.00 for family membership and \$20.00 for junior membership. There are three ways to pay: cash or check to the treasurer at a meeting or at the field, mail a check to the treasurer, or PayPal.

If you want to mail a check, make it out to Seminole Radio Control Club and send it to:

Bill Ashbaker
Seminole Radio Control Club
2509 Napoleon Bonaparte Drive
Tallahassee, FL 32308

If you prefer to use PayPal, merely go to your PayPal account and send money to:

SeminoleRadioControlClub@gmail.com

If you have a sufficient account balance to cover the dues, there is no extra fee to pay through PayPal. However, if your balance is less than the dues amount, you will have to use a credit card and pay a small extra amount to cover the fee: \$62.10 for general membership, \$77.55 for family membership and \$21.70 for junior membership.

Around the Field

Fun to Fly



Nice!



Big Gun!



Concentration



Bob's Christmas Present



Lazy Sunday Morning



Writing the Dues Check



Around the Field is a monthly collection of member items and activities. Feel free to email photos and comments for publication to SeminoleRadioControlClub@gmail.com

Flying is the Second Greatest Thrill Known to Man . . . Landing is the First

Contributed by Jeff Owens

(Note: This article was written for the Senior Pattern Association Newsletter. The reference to judges is based on flying precision aerobatics in competition. But, the techniques for landing apply equally well to all types of fixed-wing flying.)

The model aircraft slowed and entered the downwind leg of the approach, smoothly turned base, and proceeded to line up on final. As if on rails, the aircraft descended, slightly nose high, and then touched down precisely on the centerline in front of the judges. It continued to roll on the mains before the nose gear gently settled to the runway. The assembled spectators applauded and cheered wildly while the judges jumped out of their chairs and cried TEN! And then I woke up. Well, for a moment I knew that wonderful elation that comes from a beautiful landing – even if it was only in my imagination. Of course, pilots of both models and fullscale aircraft know that their best landings are done in solitude. Witnesses are only present when the landing bears a strong resemblance to a train wreck – a sudden arrival accompanied by all sorts of strange gyrations. But what, then, is the secret to a good landing? Perhaps it can best be summarized as starting from a stabilized approach. This includes the important subject of airspeed control.

Perhaps this is best illustrated by an example using my Cessna 182, since many things become clearer when you are seated in the cockpit. For a typical approach and landing I would enter the downwind leg at traffic pattern altitude at an indicated airspeed of about 100 mph (my 1971 airspeed indicator is calibrated in mph instead of knots.) I would drop 10 degrees of flaps and decrease power to counter the slight climbing tendency high wing planes show when the flaps are deployed. Turning base, I would add another ten degrees of flaps, decrease the power slightly, and descend through about 800 feet above ground level. Turning final I would decrease the power some more and adjust the elevator trim to achieve an indicated airspeed of 80 mph. I would then be on a stabilized approach. Next, I would pick a spot on the runway – usually the runway numbers – where I wanted to touch down and I would find a spot on the windshield to line up with this point. If the touchdown point appears to rise relative to the spot on the windshield, then I will be short and I'll add power to decrease my decent rate. Conversely, if the touchdown point appears to fall relative to the spot on the windshield I will be long and I'll pull back on the power to increase the rate of descent. Notice that once I have a stabilized approach I adjust the rate of descent using the throttle. Approaching the touchdown point I will pull the throttle to idle and flare at the appropriate altitude so as to touch down with the stall warner blaring. This will insure that the plane touches down on the mains and that the nose wheel is still in the air (one can damage the firewall on a 182 by landing nose wheel first.)

So, how does all this apply to making a precise landing with one of our models? It is actually the same sequence of events, although most of our models won't use flaps. Otherwise, the procedure is the same. Enter the downwind leg at the appropriate altitude and at a reduced airspeed – no need for full throttle here! Set up a gentle descent as you turn base and adjust airspeed and altitude using the throttle and elevator. Here is one difference – the models generally wouldn't be flown using the elevator trim while in my 182 the approach is flown almost exclusively using the elevator trim control. Otherwise at reduced airspeed the 182's elevator control becomes very heavy and the flare requires some serious muscle. Nevertheless, the goal for the model is a smooth stabilized descent on the base leg – no wild gallops or large changes in airspeed. Concentrate on making small corrections on the elevator as needed – the emphasis is on small. Turning final, one should reduce power as needed to achieve the desired touchdown point – I usually aim for a touchdown some distance prior to where I want to land. This allows for a flare once the model gets below about 6 feet. At this point the power is at idle and the model is slightly nose high as the flare proceeds to the touchdown. It is in these last

few steps that problems often occur. If the plane becomes too slow it is necessary to add power and lower the nose. If you don't lower the nose, then the plane will often zoom up, thereby ruining the stabilized approach. Also, waiting too long to add power can result in a nasty low altitude stall – not a recommended part of the procedure. It takes practice to coordinate the use of throttle and elevator in order to achieve the correct combination of airspeed, altitude, and aircraft attitude. I find that my best landings come when I resist the urge to make significant elevator changes on the base and final legs. I concentrate on holding a fixed elevator setting with minor changes, if any, using the throttle to adjust my descent rate. For those of you with tail draggers there is also the concern about whether to do a three-point landing where all the wheels touch down simultaneously or to do a wheel landing where the mains touch down first, followed by the tail wheel a second or so later. The latter is pretty, but if you misjudge the flare the plane may touch down too hard on the mains and the tail will strike the runway while the plane still has sufficient airspeed to fly. The sudden increase in the angle of attack will cause a bounce that may then require a go around. Three point landings avoid this.

The common thread through both of my examples is hitting the appropriate airspeed marks at each stage of the approach while continuing a smooth descent. That will enable you to reach the desired goal of a stabilized approach. It is said that the best landings start with a well-executed entry to the landing pattern. Think ahead and keep the desired approach configuration in your mind for each stage right up to and through the touchdown. Maybe then the crowd will cheer and the judges will cry TEN!

Classified Ads

Classified Ads are a new addition to the newsletter. Anyone in the club who wants to sell or buy RC equipment, send an email to seminoleradiocontrolclub@gmail.com with a very short description. We prefer a one or two line description: what it is, condition, price, who to contact and email or phone. Here is an example:

Powerplants for Sale

SAITO FA-82a 4-Stroke Nitro Engine with extras, new in box, \$490, Bill Ashbaker, bill.ashbaker@comcast.net

Electrical Accessories for Sale

Thunder Power LiPo Charger Model TP-1010C, like new, \$50, Bill Ashbaker, bill.ashbaker@comcast.net

Field Equipment for Sale

Hobbico Ultra-Tote Plywood Kit, new in box, \$12, Bill Ashbaker, bill.ashbaker@comcast.net

Seminole Radio Control Club

Tallahassee, Florida

SRCC Officers

President	Mike Levine southwoodmike@yahoo.com
Vice President	Jeff Owens jfolso@comcast.net
Secretary	Randy Yarborough rdyarborough@gmail.com
Treasurer	Bill Ashbaker bill.ashbaker@comcast.net
Field Safety Officer	Jim Ogorek jim.ogorek@yahoo.com
Training Committee Chair	Tristan Seeley helifreak@embarqmail.com

Field Hours

Electrics/Sailplanes	9:00 AM till 9:00 PM
Gassers/Nitros	12 Noon till Dusk
Electric Service	8:30 AM till 9:15 PM

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

We welcome and encourage items for publishing in *The Seminole Flyer*. Please submit your suggestions to SeminoleRadioControlClub@gmail.com in Word format. Thank You.

www.seminolerc.com