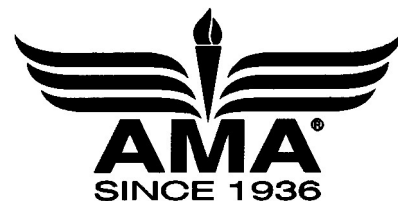


The Seminole Flyer



Charter member of the Academy
of Model Aeronautics since 1969

AMA Charter Club 216



June/July 2016 Summer Double Issue

Joe Nall Week 2016

This year, the second week in May saw the Triple Tree Aerodrome in Woodruff, SC crowded with thousands of enthusiastic aero modelers attending the annual Joe Nall Memorial fly-in. According to their web site, the event this year hosted 1723 registered pilots, over 13,000 total visitors and untold billions of dollars of the most beautiful model aircraft you could imagine. It also hosted a few real strange models.

I have been attending what was originally labeled "Greenville" from back in the 80's when I could drive up to Greenville from Atlanta with my son and many other Georgia fliers. Originally the event was held at the beautiful home of Pat Hartness off of Pelham Road just south of the Greenville-Spartanburg airport. Pat had a private airstrip in his front yard and the event was hosted by "The Confederate Air Force" as an IMAA sanctioned fly-in. Only large scale planes meeting the IMAA standards were allowed to participate. Over time, the event grew tremendously and later was renamed in 1990 to commemorate a close friend of Pat's who died in an overseas accident. Pat advanced the opportunities with the development of his Triple Tree Aerodrome facility south of Woodruff, SC



Theo Titus is a Joe Nall fan

and the event was relocated there.

I missed a number of years due to life and business transitions and began attending again a few years ago. After moving to Tallahassee in 1991, I was part of a gaggle of IMAA pilots who caravanned to Greenville on an annual basis to bask in the glory of the big planes and commune with their owners

and builders. Sadly, that bunch of guys has dwindled in the intervening years, but Ed Budzyna and I still try to make it on a fairly regular basis.

The event has now grown to a full week in duration and hosts hundreds if not thousands of tent campers, tow behinds, motor homes and day visitors to the most awesome spectacle in model aviation. The Triple Tree airfield is nearly 7000 feet in length and that entire length is filled with every aspect of model aviation. No longer limited to the big planes, it is still dominated by them. The size and complexity grows with each year and this year I was amazed to see how many true turbine planes had appeared. Bear in mind, these are not six to eight foot planes but fifteen and 20 foot craft that fly with the same characteristics of a full scale bird. The few photos that I have provided to our forever faithful newsletter editor cannot

See Joe Nall, Page 4

Club Meeting News

Matthew Hendrix, Secretary

June 16, 2016 Club Meeting called to order by the president @ 1901 EST

President's Report- Jay Wiggins

New member and visitor introductions

No new members present

An idea for the July meeting

Barbeque at the field was presented. Jay offered to cook the food! Sat July 16th, or Sunday the 17th if weather is bad Saturday. If bad both days, the following weekend. + Night flying!

Jay visited the Jakarta Indonesia Aeromodelling Club during his vacation

Vice President's Report- Jay Wiggins for Randy Yarborough

Fire Cracker Fun Fly, Saturday, July 2nd

Meeting was a great success, Thanks Randy for your hard work for the event!

Secretary's Report- Matt Hendrix

Approval of Minutes

Approved as posted in the newsletter

Treasurer's Report- Bill Ashbaker

Approval of Treasurer's Report

Current negative monthly cash flow, but yearly is net positive.

County Liaison Report- Jay Wiggins

Jay will express concerns with adding more events per the new lease agreement, however we will approve the request(s).

Safety Officer Report- Jim Ogorek

Fly safe, wear sunscreen, bring bug spray!!!

Broken fan will be repaired

Training Officer Report- Geoff Lawrence

Trainers are in great shape and ready to go

Field Marshal Report- Gordie Meade

Gordie reminds all to pull the mower out to move big items. Much easier to avoid issues. Damages to pilot station from crash will be repaired.

Power stub up/meter times are now working properly.

Program- Aircraft Trimming, Jeff Owens

Thanks Jeff for the informative lecture!!!

Adjournment

Meeting adjourned @ 2015 EST

Please contact Jay Wiggins, moonangelb@gmail.com or 850-228-8759 if you have any question, concerns or suggestions regarding the club.

Club Meeting News

Continued from previous page

July 16, 2016 Club Meeting called to order by the president at 1900 EST with 30 members in attendance.

Location

Seminole Radio Control Club Flying Field
30° 25' 31.8" N 84° 09' 14.0" W

President's Report- Jay Wiggins

The president welcomes all guests, wives, husbands, and families.
Boston Butts and Chicken, along with beans and slaw for the fixins! THANK YOU JAY!!!!!!

Secretary's Report- Matt Hendrix

May minutes were approved as posted in the newsletter. June and July will be in 1 newsletter.

Treasurer's Report- Jay Wiggins for Bill Ashbaker.

Funds raised at the 4th of July event and Memorial Day event were discussed.
Treasurer's report was approved after motion was made.

New Business

Jim O suggested a simple gutter be installed on the east side of the pavilion. It was agreed it would be presented at the next meeting.
Club members get a discount at Force RC. Contact Jim for more info! Thank you Jim!!!!

Program- Dinner and night flying – we had a blast with great food and drones in the sky! Thanks to everyone who came out!!!!!!

Adjournment

Adjourned by the president @ 1928

Please contact Jay Wiggins, moonangelb@gmail.com or 850-228-8759 if you have any question, concerns or suggestions regarding the club.

Joe Nall

Continued from Page 1

do justice to the beauty and the number of true giant scale planes present. These are not hangar queens either. They flew round the clock for the several days that Ed and I were there this year. Not to be outdone though, the 3-D guys, the float fliers, the electric fliers, and even some control line fliers had their own dedicated flight lines and kept the crowd entranced. It was also cool to watch the FPV guys trying to race around a dedicated course with their racing drones. It is amazing what happens when a quad rotor racer hits a pine tree.

Three lanes of vendor tents were set up with pretty near any item or aircraft you had needs for. Of course, the big national vendors were there but many of the sellers are specialty providers with names like Balsa USA, our own Diamond (now Force) guys, Robart Retracts and many more. I succumbed to the excitement and purchased a foamy Extra 3-D model that I had been wanting from Flex Innovations as well as getting a full overhaul kit for the retracts in the Bonanza I purchased in a club auction recently. Cables, connectors, batteries, fuel as well as any type of aircraft you could imagine were on display and for sale. The food court featured both snacks and full meals throughout the day. Specialty meals in the evenings were sell-out favorites with the services being catered by local providers and Triple Tree volunteers.

The sheer size of the event causes access issues which we solved this year with the addition of a gasoline powered golf cart which we towed up. The organizers provide continuous shuttle bus runs along the entire 7000 foot runway but the waiting out in the hot sun is brutal and the top on the cart provided some cool relief. It also provided flexibility in just stopping to visit and chat along the route when something interesting caught our eye. For those who cannot bring their own, golf carts are available for rent from a concessionaire and add immeasurably to the enjoyment of the event.

The daily noon demos were spectacular. The pilots and aircraft both enthused and intimidated me with their capabilities and the grace and precision of their flights. Can

you imagine nine giant scale warbirds flying in formation? Sadly, the group got reduced to seven after a midair mishap right at show center. Overall, there were surprisingly few accidents considering the sheer number of planes and flights.

Over the last eight years, the Triple Tree gang has had a construction project going in the main aircraft hangar. A giant scale version of an oldtimer model has been slowly being built piece by piece by the attendees at the event. The entire aircraft is stick built and each stick bears the name of the one who installed it in the model. This year marked the completion of this unique aircraft and it made two beautiful flights while we were there. Plans are in the making to make a world's record attempt next year by flying the model for 48 hours continuously during the week. I hope I get a chance to see that take place.

For sheer delight in model aircraft and flying, there is no better place in the whole world.

Editor's Note: Theo presented a very enjoyable slideshow on Ed's and his trip at our may club meeting. Joe Nall is a significant national annual radio control event well worth the trip to South Carolina.

This year pilots were allowed to fly 24 hours per day. There almost 70 national and international radio control equipment vendors. Next year, Joe Nall week will be held from May 13 through May 20. Also, there will be an e-Week event (Electric Joe Nall) this fall from September 26 through October 2.

For additional information and photos, check out the websites at:

<http://www.tripletreeaerodrome.com/history-of-joe-nall.php>

<http://www.tripletreeaerodrome.com/joe-nall-week.php>

2016 Joe Nall Week by Theo Titus



Some Thoughts on Trimming by Jeff Owens

At our June meeting I spoke about some of the basic concepts of trimming an airplane. By “trimming” I mean getting the airplane to fly in a manner that reduces the pilot's workload. This means different things for sport flying, precision aerobatics, and 3-D flying. For the first, one ideally wants a stable plane that is easy to fly and that tends to return to level flight when the controls are released. The second requires a plane that is neutral – it has no tendency to return to level flight and it goes where the pilot intends it to, whether that is straight up, down, inverted, etc. For 3-D flying the gloves are off and anything goes. For this type rather large control deflections are the norm and the plane is often adjusted to be extremely responsive to any pilot input. Nevertheless, there are some common themes in how one sets up an airplane for each of these types of flight.

In researching the topic I found a very valuable resource to be the web site www.rcflightsschool.com. Many flight manuals are available there and I brought three to the meeting: Radio and Airplane Setup, Precision Aerobatics, and Advanced Aerobatics. The first one covers topics such as center-of-gravity location, optimal control setups (which holes to use on the control horn and servo arm), setting rates and exponential, aileron differential, and more. All of these topics are relevant for the three types of flying I mentioned above. The other two books I bought cover various aspects of aerobatic flying and I found a number of useful topics there, too. The use of rudder in various phases of maneuvers is both challenging and interesting and these books cover that topic well.

Properly trimming an airplane can turn an ill-handling beast into a smooth flying airplane that is enjoyable to fly. One of the most important is the location of the center-of-gravity. A slightly nose heavy plane will tend to be rather stable and will respond smoothly to control inputs. Moving the CG back a bit will result in a more neutral airplane, and moving it back even further will result in one that does snap rolls well, but may become a handful since it will be verging on being unstable. Slightly nose heavy is preferable for those first few test flights. If you don't know the correct location, just try slightly ahead of the



Jeff Owens, one of our resident experts

thickest part of the wing's airfoil. Control throws are also important – unequal throws left and right can cause all sorts of flight problems as can having too much or too little throw. And make sure all the controls are centered when the sticks are in the neutral position. I have seen cases where the rudder was deflected at neutral and the pilot compensated with an aileron adjustment when the plane was safely airborne (assuming it got that far) and the result was the ailerons fighting the rudder. Since the rudder is more effective than the ailerons at slow airspeeds, the airplane would turn one way at approach speed and another at high speed – a most annoying way to fly.

Each of the above topics is discussed in depth in the first book mentioned above. I highly recommend it.

One last topic pertains to pilot technique. Many scale models are available these days with the advent of the molded foam technology. Not too surprisingly some of these require very similar techniques to the full scale airplanes. As an example, consider my 1700 mm P-51. Since the prop rotates clockwise when viewed from the cockpit there is a spiral airflow that follows the fuselage and hits the vertical stabilizer on the left side. Thus, at take-off power the plane will veer to the left, requiring the application of right rudder. In the case of the P-51 about half of the available rudder throw is required! Without the aggressive application of right rudder the plane will head for the left side of the runway in a hurry. It is best to ease the power on while slowly applying right rudder to keep the path straight down the centerline. I have seen pilots aggressively apply full power after which their plane shoots towards the side of the runway. At this point up elevator causes a premature liftoff and an immediate snap roll often follows since the airspeed is very low and right rudder has not been applied. So, a word of warning – proper pilot technique is required at all times, but especially for scale models. The plane you save may be your own.

Editors Note: Jeff Owens presented very insightful information on aircraft trimming at our June club meeting as part of our ongoing series of monthly presentations on our hobby. Jeff's program evolved into a roundtable discussion of advanced topics with several of our club's expert pilots with very valuable insights for all pilots.

Seminole Radio Control Club

Tallahassee, Florida

Officers

President	Jay Wiggins moonangelb@gmail.com
Vice President	Randy Yarborough rdyarborough@gmail.com
Secretary	Matthew Hendrix mhendrix85@gmail.com
Treasurer	Bill Ashbaker bill.ashbaker@comcast.net
Field Safety Officer	Jim Ogorek jim.ogorek@yahoo.com
Field Marshal	Gordie Meade lmeade@fsu.edu
Training Coordinator	Geoff Lawrence k4nkc@comcast.net

Media Managers

Web Master	Jeff Owens jfolso@comcast.net
Newsletter Editor & Publisher	Bill Ashbaker bill.ashbaker@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 850-644-4765

Bill Ashbaker 850-656-5932

Randy Yarborough 850-523-0020

Jim Ogorek 850-766-2477

Matthew Hendrix 954-448-2738

Field Hours

Electrics/Sailplanes 30 minutes before sunrise until 30 minutes after sunset 7 days/week

Gassers/Nitros 10:00 AM until 30 minutes after sunset except Sunday.
Sunday gasser/nitro flying begins at 12:00 PM.
All gassers and nitros must have a suitable muffler.

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.

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