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# *The Seminole Flyer*

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AMA Chartered Club 216, Founded in 1969



A Gold Leader Club for over ten years

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## **Next Club Meeting**

Thursday, December 21, 2023  
The Wine House  
1355 Market Street

This is our annual Christmas Dinner

## **Veterans Day Fly-in**

Jeff Owens

Our annual Veterans Day Fly-in was held on Saturday November 11, 2023. The weather cooperated with a beautiful day with cool temperatures and little wind. The field was in great shape as it had recently been mowed. The sand from the top dressing is becoming less of an issue as it works in. We had a good showing of club members with a wide variety of aircraft being flown and/or displayed. There were several EDFs - electric ducted fans - and they performed well. Sandy Jaffe had a fleet of his helicopters - always fun to watch. Troy and Robin demonstrated 3D flying. The food was, as always, excellent and lunch was served at 11:30 - veterans ate free.

From what I saw there were no accidents, so the models lived to fly another day. The one exception to an otherwise uneventful day was Frederick Mursch having a flameout of his turbine as it was on its takeoff roll. Thankfully, the jet had not become airborne when the turbine let go.

I have included number of pictures on the next page - some that I took and some supplied by Jim Ogorek - thanks Jim!

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## Some Building Tools

Jeff Owens

In recent years AMA has devoted an issue of Model Aviation to the art of building models. In this age of foam ARFs there are many flyers who no longer - or perhaps have never - built a model in the more traditional way, namely converting a stack of balsa parts into a flyable model. Since I am in the process of rebuilding my fleet of models I thought that I would share some of the tools and techniques that I use when building a pattern plane. I am currently building a Deception (my fourth) - a 1978 pattern design that has a balsa fuselage with the wings and stabilizer made of styrofoam and covered with a balsa skin. The left picture below shows the two stabilizer halves after sheeting them with 1/16 inch balsa. The tips have been added and shaped as have the leading and trailing edges. Prior to sheeting the stabs I had to edge glue several sheets of balsa together to make the sheets. This requires "trueing" the edges so that they may be joined without any gaps.



The picture on the right shows a 90 degree aluminum bar attached to a board. A one inch strip of adhesive sandpaper is attached to the aluminum bar. I can then place a sheet of balsa against the sandpaper and sand it so that there is a perfectly straight edge. I then take two such sheets, hold them edge-to-edge with tape, apply glue to the joint and then tape the resulting single sheet flat until the glue dries. After removing the tape and gently sanding the sheet one can not see the seam. Look closely at the stabilizer picture - there is actually a seam running the length of the stab about halfway in from the trailing edge. But you can't see it.

The final item to complete the horizontal tail is to form the elevators. In true Joe Bridi kit fashion these start as blocks of 1/2 inch balsa cut to the correct outline. The excess wood needs to be planed away to generate the proper taper for the elevators. The Master Airscrew plane is your friend!

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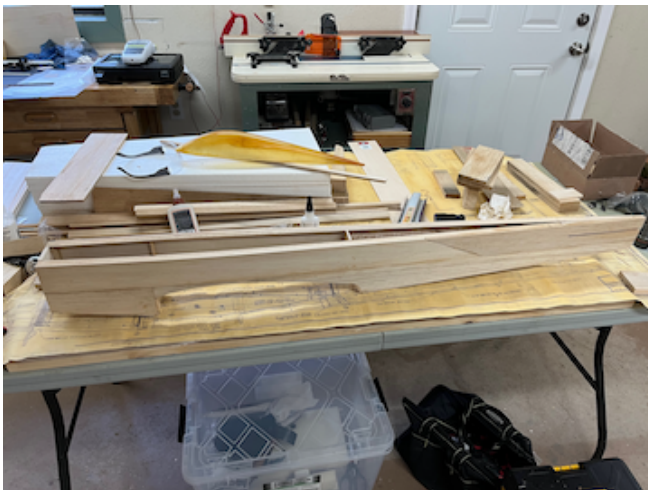




Above you can see one elevator before shaping and the other after shaping. The two are also shown with the stabilizer halves. You do generate a lot of shavings!

Next up is the construction of the fuselage. It is basically a box with flat sides and also blocks on the top and bottom. Triangle stock joins the fuselage sides to the top and bottom blocks. Eventually the blocks will be shaped to give a rounded contour. The razor plane will actually cut into the triangle stock to help generate the proper contour. The first step is to glue the triangle stock to the left and right sides. Then these must be placed into a jig which will ensure that the fuselage is straight when the interior formers and firewall are glued in place. I made a fuselage jig using parts I got from noted pattern flyer Ron Chidgey one year at the Perry Swap meet.

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The photo sequence on the previous page shows the fuselage jig, the fuselage sides lined up on the jig along the correct centerline, the fuselage after being removed from the jig, the top blocks being installed (the open space is for the battery access hatch), and the final shot shows the rudder and vertical stabilizer aligned where they will go once the tail surfaces are installed.

The picture below was taken at the 2018 Toledo Show where I set up a display for the Senior pattern Association. The plane on the right is the third Deception I have built and you can see the rounded contours that result after a lot of razor planing! The plane on the left is a Horizon Hobby Phoenix 7 ARF owned by Les Smith who is standing on the left. In the middle is Mark Radcliff, several time member of the USA F3A Pattern Team (1975, 77, and 79).



In these days of instant CA adhesives there is often no need to pin pieces together while the glue dries. But there are times when you want to hold things in proper alignment during the assembly process. One example might be constructing a built-up wing with ribs, spars, leading and trailing edges, and wingtips, all of which need to be held in place to guarantee proper alignment. Here is where a building board comes in handy. You need a flat board of sufficient size and then a surface that one can stick pins in. I have found that acoustic ceiling tile works very well for this purpose. Unfortunately, Lowes no longer sells the tiles in single pieces - you need to buy a box of them! Fortunately, I found an open box that they were willing to sell at a fraction of the full box price. Of course, it meant that I had more than a lifetime supply, but the price was right. I attach the ceiling tiles to a board using packaging tape along the edges. The result is a reusable building board that comes in handy for a variety of uses. My board is shown below. If you need a piece of ceiling tile for a building board, I know where you can get one...





## A Day at the Hangar

Jeff Owens

Several weeks ago the owner of the plane in the hangar next to mine at the Quincy Airport put out an email call for help. It seems that his plane was to be delivered by truck and he needed help putting the wings back on! I showed up expecting a crowd of helpers with various lifts, tools, etc. What actually happened was that four of us showed up (average age around 70ish) and there were no jacks, lifts, etc. I saw Gordie drive in so then there were five. At which point the truck driver (also an A&P technician) said okay - everybody grab a corner and lift that wing! A Cessna 172 wing is HEAVY. But we did it. Do you know that there are two bolts at the wing root and one bolt in the wing strut holding each wing in place. Impressive engineering. We got the first one done, and then the second. By then there were some sore muscles!



## Club Meeting News — Jeff Owens

The meeting was called to order by Vice President David Coury at 7:00 PM on Thursday November 16, 2023 with 11 members in attendance and 4 more on Zoom.

**Children's Miracle Network** - Stephanie and Kaley from the Children's Miracle Network were presented with a check in the amount of \$1600 which was raised at our October event. They both expressed their thanks for our support.

**Member Recognition** - VP David Coury thanked all of the members who provided support for the Veterans Day Fly-in.

**Christmas Meeting** - the normal meeting day will be December 21, 2023 and will consist of a dinner at the Wine house. Fredrick Mursch described two options that have been presented to the Board of Directors. More information will be forthcoming soon.

**Treasurer's Report** - Marcy Driscoll - the September financial statement was approved as published. Dues are due and may be paid by cash, check, or PayPal as described in an email sent to the membership. Dues must be paid no later than the January meeting in order for uninterrupted flying privileges. Also, don't forget to renew your AMA membership.

**Secretary's Report** - Jeff Owens - the September minutes were approved as posted. There were no October minutes as the meeting was cancelled. The four current officers have agreed to stand for election, so we have a complete slate. Additional nominations may be submitted to me, but please ensure that the person being nominated will agree to serve if elected. If more than one candidate exists for any position, then we will have to have an email vote. Otherwise, the existing slate can be affirmed at the December meeting.

**Field Report** - Gordie Meade - the grass has not been growing, so there has been no need to mow. Work on additional pavers and a table repair will commence soon.

There were no items for Old or New Business. The meetings was adjourned at 7:28 PM.



Geoff Lawrence presents our \$1600 check to Kaley from the Children Miracle Network.

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## The Seminole R/C Club Tallahassee, FL

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### Officers

<b>President</b>	Jay Wiggins ( <a href="mailto:moonangelb@gmail.com">moonangelb@gmail.com</a> )
<b>Vice-President</b>	David Coury ( <a href="mailto:ddcoury@gmail.com">ddcoury@gmail.com</a> )
<b>Secretary</b>	Jeff Owens ( <a href="mailto:jfolso@comcast.net">jfolso@comcast.net</a> )
<b>Treasurer</b>	Marcy Driscoll ( <a href="mailto:mdriscoll@fsu.edu">mdriscoll@fsu.edu</a> )
<b>Field Safety Officer</b>	Mike Atkinson ( <a href="mailto:nexnbax1@comcast.net">nexnbax1@comcast.net</a> )
<b>Field Marshall</b>	Gordie Meade ( <a href="mailto:lmeade@fsu.edu">lmeade@fsu.edu</a> )
<b>Training Coordinator</b>	Mike Atkinson ( <a href="mailto:nexnbax1@comcast.net">nexnbax1@comcast.net</a> )

### Media Managers

<b>Webmaster</b>	Jeff Owens ( <a href="mailto:jfolso@comcast.net">jfolso@comcast.net</a> )
<b>Newsletter Editor</b>	Jeff Owens ( <a href="mailto:jfolso@comcast.net">jfolso@comcast.net</a> )

### 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.

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