

The Seminole Flyer



Charter member of the
Academy of Model
Aeronautics since 1969

AMA Charter Club 216



50 Years of Responsible Model Aviation and Community Support

September 2020



Preconstruction Meeting a Good Sign

Pictures like this give us hope that construction of the pavilion at the new field is really going to happen.

Club president Jay Wiggins attended a preconstruction meeting in early September with nine Leon County employees and the electrician. Despite problems with the pole barn company, it is scheduled to deliver and install on Wednesday, September 30 (in other words, in 2 days!).

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Next Club Meeting

October 15, 2020
7 PM via Zoom

As Jay explained during the September club meeting, the building will go up first and the concrete pad will be poured around the poles. That's as much as we know. The weather forecast looks good for Wednesday so it's possible this all could happen in a single day. However, questions remain about when final inspection might take place, when the parking lot will be constructed, and when we'll be able to build assembly tables.

In the meantime, 15 club members along with 6 park employees made major improvements on the runway, spreading loads of fine topsoil to fill in low spots. Although it's muddy in some areas due to the recent rains, the runway keeps getting better and better. Many thanks to all who participated.



Work Day at the Field

(top photos by Jay Wiggins)



Aerial Views

(photos by Dave Settles)



Bird Invasion

(photo by Randy Yarborough)



The Joy of Building (a lost art)

Jim Ogorek

Over the 46 years I have been in this great hobby I have built and flown many fine aircraft. And yes, I have crashed a few as well. But in today's market it is hard to find a wooden kit to build -- notice I did not say assemble.

There are any number of Almost Ready to Fly (ARF) aircraft on the market that you can assemble and fly, from trainers to 33% percent or larger precision aerobatic aircraft. I certainly have assembled a few. But the real joy is taking a box of laser cut balsa, ply slabs and straight sticks, and building your next plane. When you take it to the field, after all the preparations, with shaking hands you take to the skies. With fluttering heart, you trim and follow your creation around the pattern and prepare for the next major action, LANDING! Now back on the ground, safely and in one piece, you burst with pride as your fellow fliers want all the details of the build.

When I started building and flying many years ago, the advice most offered was to start your next build as soon as you finished the last. Why? As a newbie you are going to crash, I was told. Yes, I sure did. I had just soloed with my Falcon 56 and K&B 40 a couple of days before when I nailed a steel fencepost dead on to the spinner. My first walk of shame for the pieces. (And not the last.) I did have another trainer ready to go, so all was not lost except for my pride. Today if you crash, you just grab your tablet, phone or computer and order another ARF in foam or wood. The stakes are really lower. But something is lost.

Over the years I have built planes from all the great model companies, just to name a few, Goldberg, Bud Nosen, Midwest, Pica, and Royal -- now that was a box of balsa. Spent a small fortune on sandpaper for those Royal kits. Today most of these companies and planes that once filled the skies are gone except for someone's stash being sold online secondhand at premium prices.

Today there are a few of us who still enjoy the challenge of building, and there are small companies that are bringing back "you build kits" at reasonable prices in line with today's economy: companies such as Old School Model Works (oldschoolmodels.com), Moustache Model Works (moustachemodelworks.com -- what a Beaver he has), Carolina Custom Kits (carolinacustomkits.com), and Top Notch Kits (topnotchkits.com) just to name a few. No, you cannot just open the box and plug in this and that and go fly. You have to plan, read blueprints and instructions and then start the assembly process. And you might even glue your fingers to your build, talking from experience here. As the build goes on over time -- for some it is days, for others years -- the end result is still the same. The pride and joy you have in taking your handmade creation to the skies.

During this time of quarantine, building has been my saving grace. Being able to spend time in the shop even if only for a couple of hours has been great. As we approach the winter months, for those who don't want to fly in colder air, look into a build kit. You will be a part of the fine art of aircraft building and you will thrill at the moment you take it to the skies.

From Jeff Owens



The first picture is of my new Daddy Rabbit pattern plane prior to its first flight.



The second is after it crashed on the 26th flight due to total loss of radio control. It went straight in from about 300 feet at full throttle. No throttle or elevator control. Of course, everything worked fine when I retrieved the remains – battery, switch, servos, receiver, and transmitter. Sigh – no explanation.



Another view of the remains.

My new Dirty Birdy is getting close to the covering stage.



How Do You Put Out a Lithium-Ion Battery Fire?

Reprinted from Impact Fire (August 11, 2017)

Issues with exploding cell phones, e-cigarettes, and laptops haven't gone away, even years after the Samsung Galaxy 7 recall of 2017.

In the aviation industry alone, the FAA has reported a total of 265 incidents involving smoking or burning lithium-ion batteries [between when these batteries came on the market and August 2019](#).

These lithium-ion batteries (or li-ion batteries) are considered safe to use, but with growing usage from millions of consumers, failure is bound to happen occasionally.

How to extinguish a lithium-ion battery fire

Let's cut right to the chase. Despite their name, lithium-ion batteries used in consumer products do not contain any actual lithium metal. Therefore, **a Class D fire extinguisher is not to be used** to fight a lithium-ion battery fire. Class D fire extinguishers, which contain dry powder, are intended for combustible metal fires only. Since lithium-ion batteries aren't made with metallic lithium, a Class D dry powder extinguisher would not be effective.

So, what kind of fire extinguisher *should* you use in this scenario? **Lithium-ion batteries are considered a Class B fire**, so a standard ABC or BC dry chemical fire extinguisher should be used. Class B is the classification given to flammable liquids. Lithium-ion batteries contain liquid electrolytes that provide a conductive pathway, so the batteries receive a B fire classification.

Why do lithium-ion batteries catch fire?

Should you worry about your cell phone spontaneously catching on fire? Don't worry; the chances of it happening are slim.

There are two basic types of battery failure. The first involves a defect within the manufacturing of the battery, and when the defect is discovered the batteries are typically recalled. Just last year, the Samsung Galaxy Note7 smartphone was [recalled over fire hazard concerns](#).

The second type of battery failure is hard to pinpoint. It's usually the result of a stress event such as vibration, an electrical short, or could simply be a fluke. As Battery University explains:

"A mild short will only cause elevated self-discharge and the heat buildup is minimal because the discharging power is very low. If enough microscopic metallic particles converge on one spot, a sizable current begins to flow between the electrodes of the cell, and the spot heats up and weakens. As a small water leak in a faulty hydro dam can develop into a torrent and take a structure down, so too can heat buildup damage the insulation layer in a cell and cause an electrical short. The temperature can quickly reach 500°C (932°F), at which point the cell catches fire or it explodes."

With the increasing rates of lithium-ion battery fires happening to consumer electronics, this has been a frequent topic asked of Impact Fire. Assess your fire extinguisher needs today, so that you can be prepared, protected and safe no matter what.

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Editor's Note: The article above came by way of Bob Tilden, who wrote this to Jay:

Your last email about a fire truck near the field made me think what I would do if I had a battery catch on fire. As you know, water should NOT be used on a lithium battery fire.

I keep a CO2 fire extinguisher in my car, which has a 400-pound lithium battery. Lots of luck if I ever have a wreck.

Since I carry my batteries in a flameproof bag, I'm putting box of Arm & Hammer baking soda in the bag so I'll have an extinguisher at the field if it is needed.



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A box of baking soda is much less inexpensive than commercial (dry power) fire extinguisher, and easily carried.

Just an idea.

Bob Tilden

SRCC Field/Track Closure Schedule Fall 2020

Revised 9/23/2020

FSU Invitational and High School Pre-State

Friday October 2nd- **The flying field is closed until 11AM.**

Saturday October 3rd- **The flying field is closed until 2PM.**

Thursday October 15th, 5PM – 7PM, LCS High School Meet. This is a small meet. Parking will be on the far west side of the overflow parking area. If you can keep your aircraft east of the overflow parking fence, you may fly. See note below.

Thursday October 28th, 5PM – 7PM, LCS Middle School Meet. This is a small meet. Parking will be on the far west side of the overflow parking area. If you can keep your aircraft east of the overflow parking fence, you may fly. See note below.

Friday October 30th- NJCAA Region 8 Championship.

The flying field is closed until 12 noon.

Saturday October 31st- Trash Dash.

The flying field is closed until 11 AM.

Friday November 13th and Saturday November 14th- FHSA State Championships.

The flying field is closed.

Saturday December 5th- AAU XC National Championship.

The flying field is closed.

Saturday December 19th- Gulf Winds Tannenbaum.

Flying field is closed until 11 AM.

Note: Construction at the cross-country site and COVID may produce unexpected situations of interference with flying. As always, neither poor communication, nor unexpected circumstances, nor unexpected scheduling excuse unsafe flying.

Please pay attention to emailed updates from Jay informing members of changes to this schedule.

Club Meeting News

Jeff Owens, Secretary

This month's meeting was held as a videoconference using Zoom. The meeting was called to order on Thursday September 17, 2020 by President Jay Wiggins at 7:00 PM with 19 members signed on. Later, as many as twenty-three members signed on.

Member Recognition – Marcy Driscoll for her work as the new Newsletter editor and for setting up the Zoom meeting; Mike Atkinson for his training activities; various members (15) for helping fill holes in the runway; Jay for getting the food for the work crew; Theo for making sure we all stayed hydrated; Frederick Mursch for offering a beer or glass of wine at his shop for any of the work crew.

Vice-President's report – Rhett Boudreaux – nothing to report.

Secretary's Report – Jeff Owens – The minutes of the August Zoom meeting were printed in the Newsletter which was also posted on the web. They were approved as posted. A sympathy card was given to Rick Sunderland after the passing of his wife Jody.

Treasurer's Report – Bill Ashbaker – The report was presented and approved by the membership.

Safety Report – Jim Ogorek – as a result of construction and rain there was nothing to report.

Training Report – Geoff Lawrence – Mike Atkinson has been working successfully with several new students.

Old Business – Sandy Jaffe reported on a conversation with Tony Stillman from AMA Headquarters about frequency interference. Tony cited two cases where clubs were successful in finding and remedying the sources of interference. The key is to have as much data as possible about each crash – type of radio equipment, location on the field, flight attitude, etc. Jim Ogorek will compile these (hopefully few) records.

New Business – none

Field Update – Jay Wiggins – Jay discussed closures for track meets. These will be posted on the website on the Events page. The county has chosen a new method for anchoring the pavilion, which may lead to more rapid construction. The target date is September 30.

Newsletter – Marcy Driscoll – please keep sending pictures of projects and of flying activities. The Newsletter will continue a theme of "Show and Tell."

The meeting was adjourned at 7:47 PM.

Seminole Radio Control Club

Tallahassee, FL

Officers

President	Jay Wiggins (moonangelb@gmail.com)
Vice-President	Rhett Boudreaux (geobatch@aol.com)
Secretary	Jeff Owens (jfolso@comcast.net)
Treasurer	Bill Ashbaker (bill.ashbaker@comcast.net)
Field Safety Officer	Jim Ogorek (jim.ogorek@yahoo.com)
Field Marshall	Gordie Meade (lmeade@fsu.edu)
Training Coordinator	Geoff Lawrence (k4nkc@comcast.net)

Media Managers

Webmaster	Jeff Owens (jfolso@comcast.net)
Newsletter Editor	Marcy Driscoll (robin.marcy@gmail.com)

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
Bill Ashbaker 850-656-5932

Jim Ogorek 850-766-2477
Mike Atkinson (Tuesday only) 850-251-2694
Troy Emmett (Large Aircraft) 770-546-6199

Field Hours

Electrics/Sailplanes	30 minutes before sunrise until 30 minutes after sunset 7 days/week
Gassers/Nitros	10 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, FL. We welcome and encourage items for publishing in The Seminole Flyer. Please submit your suggestions to robin.marcy@gmail.com in Word format. Thank you.

www.seminolerc.com