

The Seminole Flyer

www.seminolerc.com



A chartered member of the
Academy of Model
Aeronautics
AMA Charter #216, 1969-2008



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

MAY 2008

INDEX

- Letter from the Editor
- Fun Fly Photo Gallery
- Southwoodstock Gallery
- Chief Pilot Report
- Club Calendar
- Chief Copilot Report
- Chief Treasurer Report
- Chief Scribe Report
- Pilot Brief- Brett Johnson
- Candy Drop Assembly
- Prop Chart



Letter from the Editor- Stephen Warmath

Let the **fun** begin. The first **Fun Fly** event is history. On April 5th, ten brave souls ignored the local weather radar and came out to show their stuff. Mother Nature also showed up and provided overcast, windy conditions. The two events- Dead stick spot landing and taxi obstacle course. The wind was strong enough to stand the wind sock straight out and almost provide a zero ground speed turn to final with no power. In all the RC activities I've participated in, taxiing the Skyraider, a tail dragger, around a very tight obstacle course in gusty winds over rough terrain was about the most challenging thing I can recall ever doing with an RC airplane. The event was to say the least, very entertaining to watch as well. The next one, Series #2, is May 3rd. The scoring leader board is posted on the website. Come out and have a hoot. This month, our featured member in the **Pilot Briefing** is **Brett Johnson**.

Yearning to bring out the bomber pilot in you? Check out this month's offering of building a candy drop bomb bay assembly with doors. Need a quick general reference to prop that engine? A quick reference prop chart is included as a tear-out to throw into your field box or tack to the wall.

Happy Building and Flying- Steve :o)

Photo Gallery- Fun Fly April 5, 2008

Photos by David Mills



Happy Building and Flying- Steve :o)

Photo Gallery- Southwoodstock April 26, 2008

Photos by Rick Sunderland



Chief Pilot- Shannon Black

Yet another month has passed us by, and the flying season is now in full swing. We have had a busy month, although it seems to have “flown” by. Fortunately, the weather continues to improve, providing us with even more opportunities for great memories. Our first day of competition in the Fun Fly series was heralded in with strong winds and the threat of imminent rain. Despite this poor weather, a group of diehard flyers arrived at the field ready to compete. The first event was a “dead-stick” spot landing. With the blustery winds, a few of us discovered that a Sky Raider can actually fly backwards. After a few mishaps and a few laughs, Steve Warmath was declared the winner with a landing just barely a foot from the mark. The second event was a taxi race around some cones on the ground. Everyone was given two attempts and Brett Johnson came out on top with the best time. I feel that everyone involved had a great time and we set the groundwork for a great season of competition. Remember, the next event will be Saturday, May 3rd. Please come out and compete, or come out and support your club members. We can all use the support.

Thanks to Dr. Mike, the April school demos have gone off without a hitch. I'd like to thank everyone who has helped to make these events such a success. Thus far, our club has done demos in Medart, at Florida High, and at Southwoodstock. We had a great turnout throughout the day at the Southwoodstock event and I feel that we generated quite a bit of interest. Again, thanks to all who flew and came out to support the club.

Finally, I would like to add my condolences to Gerald Myer's family. He will be missed greatly at our club.

Club Calendar

May

- 1- Club Meeting at the Field 7:00 pm
- 3- Fun Fly Series- #2
- 6- Crawfordville Demo- 12:30- 2:15 pm
- 17/ 18- Airfest 2008
- 24- Flying for a Cure Event

June

- 5- Club Meeting at the Field 7:00 pm
- 7- Fun Fly Series- #3

July

- 3- Club Meeting at the Field 7:00 pm
- 5- Fun Fly Series- #4

August

- 7- Club Meeting at the Field 7:00 pm
- 9- Fun Fly Series- #5

September

- 4- Club Meeting at the Field 7:00 pm
- 6- Fun Fly Series- #6

October

- 2- Club Meeting at Grace Lutheran Church. 7:30 pm.



- **4- Fun Fly Series- #7**

November

- **6- Club Meeting at Grace Lutheran Church. 7:30 pm.**
- **8- Fun Fly Series- #8**

December

- **4- Club Meeting at Grace Lutheran Church. 7:30 pm.**

Chief Copilot- Chris Bailey



Upcoming AMA Regional Events

Shadetree 20th Spring Fling

FL

5/02/08-5/03/08 - Glen St Mary, FL (C) Shadetree 20th Spring Fling. Site: Club Field. John Mason CD, PO Box 1436 Glen St Mary FL 32040 PH:904-868-2813. Visit www.shadetree.pic20.com. I-10 exit 333 N CR 125N 2.8 mi, field on right, 3 motels within 5 mi, RV ok, elect available for charging, 80 in monoplane, 60 in biplane, or documented 1/4 scale. Sponsor: SHADETREE

Southeast Electric Flight Festival

GA

5/01/08-5/04/08 - Andersonville, GA (C) Southeast Electric Flight Festival. Site: Hodges Field. Ernie Schlumberger CD, PH:770-879-0890 email: eschlumber@aol.com. Visit www.fayetteflyers.com. The South's premier Electric fun fly open to all forms of E-powered flight. Primarily open flying, demo flights Friday/Saturday, BBQ Sat night, top Electric vendors and full line hobby shop on site. LMR Sailplane (class B & SEFF no excuses) on the 1st from 9am-3pm, open flying after 3pm and throughout weekend. Sponsor: FAYETTE FLYERS

3rd Annual Bushwhacked '08

FL

5/03/08-5/04/08 - West Palm Beach, FL (A) 3rd Annual Bushwhacked '08 for 755(JSO). Site: Phil Wherry Field, Dryer Park. Chris Handegard CD, PH:561-832-1921 email: chandegard@peersonaudio.com. Visit www.rcbushpilots.com. Sat - 8 rounds Open B, 4 rounds SSC; Sun - 8 rounds 2548 Scale Combat, 4 rounds SSC. Field open 8am Start combat 10am. Entry fee \$20 first event \$10 ea additional. Trophies 1st to 5th place. Sign up online on our website. Sponsor: RC BUSHPILOTS

Gentle Lady Plus Soaring Contest

FL

5/03/08 - Oviedo, FL (A) Gentle Lady Plus Soaring Contest for 442(JS)(O). Site: Red Ember Field. Raed Elazzawi CD, 855 Bloomingdale Dr Orlando FL 32828 PH:407-277-9719 email: raed5@yahoo.com. Visit www.orlandobuzzards.org. A fun contest, any two meter rudder/elevator sailplane, open winch format, prizes for 1st-3rd place for experts and novice and Top Gentle Lady Pilot. Beginners are welcome, assistance provided. Bar-B-Q at the field. Sponsor: ORLANDO BUZZARDS

First Coast IMAC

FL

5/03/08-5/04/08 - Jacksonville, FL (AA) First Coast IMAC for 411, 412, 413, 414, 415(JSO). Site: Club Field. Peter Jackson CD, 1908 Stillwind Court Orange Park FL 32003 PH:954-205-5077 email: ppajack@aol.com. Sponsor: GATEWAY RC

Joe Nall

SC

5/14/08-5/17/08 - Woodruff, SC (C-Restricted to IMAA) Joe Nall. Site: Triple Tree Aerodrome. Michael Gregory CD, PH:864-297-1201 email: mjoelgregory@bellsouth.net. Must have IMAA membership. All campers welcome BBQ

Friday night. Visit www.joenall.com for additional info. Camp site \$10 per day, Spectators \$5 per day BBQ \$25.
Sponsor: CONFEDERATE AIR FORCE

2008 Heart of Dixie FF Championships

FL

5/17/08-5/18/08 - Pensacola, FL (AA) 2008 Heart of Dixie FF Championships for 101, 102-103, 101C, 102-103C, 124, 128, 140, 142, 153(JSO). Site: 8A. Tom Hepler CD, 808 Rigel Drive SW Decatur AL 35603 PH:256-350-9263 email: buzzardbombshell@aol.com. Nos 1/4A, 1/2A, A, B, C, Early 1/2A Nos Gas, OT Gas Pylon/Cabin, .020 Replica, FAC Dime Scale, Embryo, Jimmy Allen, Jet Scale Cat, Glider, Gollywocks Galore, Classic Towline Glider, OTR (I), OTR(S), Commercial Rubber. Sponsor: MODEL AIRPLANE CLUB OF HUNTSVILLE

Rebel Rally

FL

5/24/08-5/25/08 - Palm Bay, FL (AA) Rebel Rally for Cat III 101, 101C, 124, 140, 142(J)(SO), 102-103, 104-105, 102-103C, 104-105C, 120, 128, 150, 151, 152, 153, 154, 155, 160, 161(JSO). Site: Club Field. Joe Clawson CD, 401 Almansa Palm Bay FL 32907 PH:321-984-8718 email: claw3132@bellsouth.net. All National Cup Events. Sponsor: FLORIDA MODEL ASSOC

King Orange Scale - Southeastern Scale Masters Qualifier

FL

5/24/08-5/25/08 - Land O Lakes, FL (AA) King Orange Scale - Southeastern Scale Masters Qualifier for 511, 512, 520, 522(JSO). Site: Club Field. William McCallie CD, PH:813-936-0622 email: wmccallie@tampabay.rr.com. Sponsor: BAY CITIES FLYERS

4th Annual Electric Fly In

FL

5/24/08-5/25/08 - Morriston, FL (C) 4th Annual Electric Fly In. Site: Club Field. Richard Hinton CD, PH:352-528-9729 email: rhinton1@embarqmail.com. Sponsor: ONE WING LOW

Warbirds Over the Glades

FL

5/24/08 - Delray Beach, FL (C) Warbirds Over the Glades. Site: Club Field. Alexander Acuti CD, PH:954-257-2435 email: spitfireluckyb@yahoo.com. Visit www.palmbeachrc.com. Join us for our 2nd Warbird Fly In benefiting Florida Veterans. Field is located in the West Delray Regional Park and Features a 600' paved runway. The event is under WMWA guidelines as is limited to models of true Military fixed or rotary wing aircraft in military paint schemes. Electric powered aircraft must have a minimum wingspan of 48" and functioning landing gear. Turbines are welcome, subject to restrictions that may be in effect. LF \$15 of which \$5 will go to the FL Dept of Veterans Affairs. Sponsor: PALM BEACH COUNTY RC ASSN

Flying for a Cure

FL

5/24/08 - Tallahassee, FL (C) Flying for a Cure. Site: Club Field. Franklin Bastos CD, 3513 Castlebar Cir Tallahassee FL 32309 PH:850-264-0122 email: fbastos@comcast.net. Visit www.seminolerc.com. Proceeds donated to the American Cancer Society in memory of Walter H Dodson. Sponsor: SEMINOLE RC

Chief Treasurer- Sam Varn

Editor's Note: The Treasurer's report is published for Members only. The public version of the Newsletter does not include account balances.

Last meeting was the first in a while back at the field. It was a welcome relief from the hard metal chairs and indoor confines of the church. The weather was great. It was also the first time in a while that I had been able to make it out to the field. I would like to offer a personal note of thanks to everyone that has worked so hard to improve the field (it sure wasn't me!). The new tables, flight line and absence of the old bleachers sure make a difference!

We've added three new or returning members to the club this month. John Clark returns after about a two-year hiatus. You'll recognize John by his landings...he usually leaves the landing gear at one end of the field

and the airplane at the other! At least that USED to be his trademark. Haven't seen him fly for a while so maybe he's gotten better at landings. Not that I'm one to talk about another pilot. Most pilots get more than one flight out of an airplane...unlike my last attempt. Well, that's why they make lots of 'em. The factories have seen me fly obviously. Also, please welcome Dean Caulkins as a new member. Haven't seen Dean fly yet so I can't pick on him. And last but not least, our friendly neighborhood hobby shop guy, Sherman Shelley has joined the Club. I know Sherman has lots of guns, so I won't even think about giving him grief about his flying! Make sure they all feel welcome.

Thanks to Brad Sharp for handling last meetings Meet & Eat in Frank's absence. Marvin grilled up some mean dogs. Some of them were almost as burned as Frank's.... but hey, that's the way I like 'em. We ended up with \$70.00 gross income from the dogs and drinks, by the way. Hey, Frank! Can we get some chips with those dogs this week?!?

Please remember, the club passed a resolution that the "Eat" part of the "Meet & Eat" costs you \$2.00. But there's no limit to how many dogs or drinks you get...but let's not get into any dog eating contests, okay? And you still gotta pay your two bucks! The "Meet" part is still free...Thanks to Shannon for collecting the cash until I got there.

Last month we paid out a few bucks for the port-a-john, food, gas for the mower and for filing our corporate report with the state. I charged that on my credit card and the club reimbursed me \$61.25 for that, in case you wanted to know.

Here's where we stand this month:

Cash: \$0.00	Premier Checking: \$0.00	CBCC Checking: \$0.00
Savings: \$0.00	CD: \$0.00	
Total funds: \$0.00		

Have a great week! See you at the field!
Sam

Chief Scribe- Steve Warmath

Visitor/ New member Introductions- Doug Ragsdale

A request for a motion to accept the Secretary's March meeting minutes was made seconded and passed.

Treasurer's Report- Sam read off the updated numbers from our accounts. He stated that \$66.00 was paid for our porta-john service. He has received \$20.00 from new members. Discussion was started concerning paying some amount for food at the Club field meetings. It was decided that \$2.00 for a coke and a hot dog and \$3.00 for all you could eat would help defray costs to the Club and hopefully break even. Sam also asked for any receipts needing reimbursement. A motion was made to accept the Treasurer's report, seconded and passed.

Old Business-

- The Fun Fly Series starts Saturday April 5th. Drawing for the events would take place at the end of the meeting.
- Thanks again to David Miller for construction of the new benches and tables in the pavilion.
- Geoff Lawrence reported on the Float Fly held March 22nd. We had a great turnout and lots of fun and diverse aircraft. Frank Bastos noted again he has a key to Francis Surovec's place on the lake and that we could put a float fly together almost any time. He wanted the Club to maybe do Float Fly's more frequently, maybe once a month.
- We have several demos' coming up as posted in the Club Calendar (Newsletter). Send Shannon or Mike an e-mail or call and let them know if you are interested in flying.

- The orange fencing barrier has been torn down. Shannon requested from everyone to stop damaging the field. We just have to spend more money to fix things.
- John Hall reported the charging system battery on the north side of the pavilion was not holding a charge. He thinks it has gone bad. He is going to take it home, charge it and determine if it needs changing or is just being over used and can't keep up. The \$100.00 solar panels discussed in the last meeting will not be procured due their age. New 100 w solar panels would cost 600-700 dollars and would not be compatible with our controllers.
- Jeff Owens reported that at the last meeting with the airport and EAA, everything was good to go at our same location at **Airfest 2008**. The Club needs flying volunteers to fly small park flyers, foamies, etc. The primary concern is for public safety and to minimize the potential for seriously damaging an aircraft. Of particular need are volunteers for Sunday.

New Business-

- Gordie Meade, Safety Officer wanted to reiterate that flying behind the fence line is a safety violation and has been observed recently. One exception to this rule to keep planes away from the landfill scale house when using the North Runway **on landing approach** is to allow planes, particularly the larger ones, to fly inside the tree line and overshoot the extended fence line provided that the aircraft gets back on line up with the runway prior to approaching the South Heli pad.
- Shannon addressed a request for a rule change that would allow electric flying before noon. It was noted that the rule was in our lease agreement with the County and was not a rule change issue.
- **Flying for a Cure** event is coming up in May. We need to notify the paper about it.
- Shannon asked about a **Warbird Fly-in** in the Fall. Problems arise with scheduling due to football games. There was interest expressed to have one in late November- early December. A date will be determined and discussed at May meeting.
- Mike Kinsey inquired about the Club getting new hats and t-shirts. Shannon agreed and noted there are still coffee mugs available. Sam noted we got the best price on shirts from the AMA. No specific action was determined.
- Bob Burke asked that the access road be graded again as it was getting pretty rough. Mike Atkinson will contact the County for this work.
- The field still needs weed & feed. Joe Satterwhite to take care of it.
- Shannon noted that the bleachers had been removed due to their poor structural condition. It was recommended that the money to be used on the bleachers be used, in part, to build a new fence barricade that connects the corners of the storage shed and the storage container with a small open center section for accessing the pavilion. This would give us a little more room behind the pavilion for staging and tent set ups as well as provide a bigger buffer between the public and the flight line. This idea was motioned, seconded and passed. Shannon will send out an e-mail looking for work party volunteers.

Announcements- The two Fun Fly Events were drawn from a hat. They will be:

1. Dead stick spot landing. Closest to the target wins.
2. Taxi Obstacle Course. Shortest time around the course wins.

Steve asked about rain date if the weather was as bad as forecast. Shannon stated that the event would go on rain or shine and we would just try to fit it in unless the weather was dangerous and lightning was present.

With no additional business, the meeting adjourned and flying resumed at 7:45 pm.

Pilot Briefing- Brett Johnson

Where are you from? I would have to say Savannah GA, I lived there from the 2nd grade until graduation from High School. In 2000 I moved to Statesboro, GA to attend Georgia Southern University and upon graduation in 2005, I moved to Jacksonville for Management Training for CSX. In 2007 I moved to Tallahassee where I have been since.

What do you do for a living? I work for CSX (the railroad) as a Manager for the Train Control department. I manage 623 miles of track and the train and public crossing signals that go with it. My territory goes from Baldwin to Pensacola and from Thomasville to Dothan. I am on the road most of the time checking on my signalmen who maintain the signals.

How did you get started in radio control? I purchased a Cox 2-channel Cessna at a flea market and took to the Savannah club to get somebody to help me fly it. The .049 would never run so the guys at the field got my parents to buy me a 4-channel Futaba conquest and a Tower .40 Trainer for Christmas.

What do you like best about the hobby? What I like most is the fellowship and the imagination that sparks like when I was a kid. When I go to the field, I get away from all of the job stress and just have a great time. Whenever work gets tough, all I have to do is think about flying. Plus, I bought a house 3.1 miles from the field.

What models do you have or would like to have? What are your favorites and why? GWS Zero, Brio 10, Skyraider, and T-REX 500. The zero has been with me since I was a sophomore in college so it is the most reliable and has the most flight time. Right now, my favorite is the T-REX 500. It has the best power to weight ratio of any other heli that I have ever owned and it flies sooooo smooth.

Other than just enjoying the hobby, are there any skills or maneuvers you are working on or want to master? I just want to hone all of my flying maneuvers to where they are ultra precise. I would like to someday learn how to fly my chopper inverted and backwards but I am going to have to invest in a simulator before I get any ideas at the field.

Is there anyone in particular who has influenced your participation in the hobby? BL Prosser, Raymond Thompson and Clint Akins. These guys taught me 80% of what I know about airplanes and choppers.



Construction Guidelines for Bruce's Candy Drop Assembly

This is a small project that I always wanted to do with the SFK, but never seemed to get around to it. Finally, with our local club's air show coming up, it seemed like the perfect time. There are lots of good ways to install a candy drop in your model; the assembly shown here is just one approach. I had three requirements for my candy drop assembly: **1)** It had to be a removable, self-contained

unit, **2)** It needed to be installed with minimum "trauma" to the model, and **3)** The doors should be able to close after dropping the load. Your personal requirements or desires may be different, so treat the following details as guidelines rather than cold, hard instructions. In fact, with some re-sizing, you could adapt these guidelines to make a candy drop assembly for just about any high-wing cabin model



Cut the main parts. The box sides are cut from 1/8" lite-ply. All four sides are 6" wide and 12" tall. I cut the pieces with the outer ply grain parallel to the 6" dimension. That makes them a little floppy to handle now, but ultimately resulted in a stronger box. The doors were cut from 1/8" aircraft ply for extra stiffness. Both doors are 2-13/16" x 6-5/8". Notice the doors are cut extra long so there will be some

hangover at the front side of the box. I've already cut the servo hole in the top of the box's front face, leaving about 1/16" clearance all around.



Prepare the hinges. I used Sig XX-Hinges, two per door, just because that's what I had lying around. A small piano hinge would have been a little cleaner, but the nylon hinges have worked well so far. The sides and doors required notches to clear the hinge knuckles. Dab some Vaseline on the hinge line, then melt it in with a quick blast from a Monokote heat gun. After this photo was taken, I covered my

doors with Monokote because it seemed easier to do it now than it would be later.



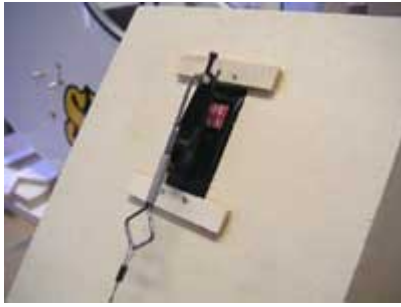
Lock the hinges in place. The idea was to glue the hinges in place without the need for screws sticking in or out of the box. I started by cutting 1/2"-wide strips of 1/32" plywood to serve as filler material between the hinges. CA was used to glue the filler strips in place. Then I cut 1/2"-wide strips of 1/8" aircraft ply to lay across the hinges. The edges of the plywood nearest the hinge were beveled to

avoid hitting each other with the doors closed. The hinges and plywood strips were carefully epoxied in place, weighted down, and allowed to dry.



Make a box. It's finally time to make it look like something. I used lead-filled bean bags to hold one side firmly on the table. The front and rear box faces were butted up against the edge of the side and glued with CA. Notice the metal triangle used to make sure the parts are square to each other. Don't forget the wax paper! Flip the unit over to install the second side. I added 1/2" balsa triangle stock the

full length of each joint for extra strength. You now have a beautiful plywood box with a couple of floppy doors on the bottom. Cool!



Install the servo. Okay eagle eye, it was already installed in the previous photo! Be sure to use the rubber grommets and hardware. I installed the servo from the inside in order to keep the arm as close to the box as possible. A retract servo was chosen because it has high torque, moves through 180 degrees, and again, it's what I had lying around. The 1/16" music wire hook uses a Z-bend and wheel collar to

attach it to the servo arm. The most important thing is to position the servo arm so that it is vertical when the doors are shut, to minimize the stress on the servo.



Add anchor blocks and eyelets. On the overhanging front edge of each door, I added strips of 1/4" x 3/8" basswood to serve as anchor blocks for the screweyes. Full movement of the servo arm is 2-1/2". Armed with that knowledge, I carefully measured the doors for proper placement of the eyelets. The first test (see next pic) showed the doors didn't open completely - so much for careful measurements! I

never claimed that I always do things right the first time... A small shift in the eyelet position gave better results.



Complete the linkage. The cable linkage was fabricated with the same materials I use for tail braces; nylon-coated steel cable and steel crimps. Be sure the cable is pulled fairly tight when the doors are closed and goes slack when the doors are open. Notice I covered the anchor blocks and a small portion of the box. Other than that, there is no finish (paint, covering) on the box. I don't intend to use it often, and the gas motor on my SFK puts out very little exhaust residue.

Give it a test. Using an extension, my servo was plugged into channel 5 on one of my receivers. That way, I could use the retract switch on the transmitter to open the doors. I've read in the past where some guys use light springs to open the doors, but I decided to rely on the weight of the payload to push its way out. One nice thing

about the double doors is that you can land the model with the doors down without worrying about scraping them on the ground.



Minor surgery. The plan was to cut an accurate hole in the lite-ply on the bottom of the fuselage, then use the cutout piece to plug the hole later. I took some measurements with the box inside the fuse, and carefully transferred those measurements to the bottom surface (here we go again with measuring - but this time it worked!). I left 1/32" clearance on each side, zero on the back, and about 1/8" at the front.

The photo shows the box installed. I allowed it to protrude about 1/4" to eliminate any chance of the doors hanging up on the fuselage structure.



side.

Add the side rails. My SFK already had hardwood rails glued into the cabin area just below the windows, so I decided to utilize them for the mounting of the box. Box rails were cut from 1/4" x 1/2" spruce. The fuselage was propped up from my table 1/4", then the box was put in place resting on the table. I slid the spruce rails in position and tack glued them to the box using medium CA. The box was removed, triangle braces were added for strength, then the box was re-positioned and three screw holes were drilled through the rails on each



bag of candy with no problem.

Load it up. I used socket-head wood screws to hold the box to the airframe; they can be installed with a ball driver. The photo shows my SFK at the field ready for its trial run as a Candy Bomber. Although I was pretty confident it would work, there was no time to test it before the show. The kids were in for a real treat, or a big disappointment. The box was loaded from the top, and it soaked up a FOUR-POUND



In addition to the candy, we put in about eight little toy parachutes. **Final Preparation.** The connector for the servo was taped to the rear of the box just to keep it from flopping around. Notice that the top of the box goes right up to the bottom surface of the wing, so there's no need for a "lid". One note of caution: Be sure your retract switch is in the "doors up" position when you turn on the radio, or you will instantly dump your load. Believe it or not, I haven't made that

mistake (yet!). Also, line up helpers to keep the kiddy crowd back until the candy is released. One of the helpers should have extra candy for the little ones who may not get any.



holding pattern some distance from the field until the runway was cleared of people. It was a big hit with the crowd, and a fun way to end the air show.

Bombs away! Fellow club member, Joe Stagg, took this great shot. Four pounds of candy raining from the sky is almost as impressive as the thundering herd of kids dashing out to scoop it up. The parachutes were a fun addition - some of the bigger kids skipped the candy and followed them downwind. Of course, the model was flown safely in a

Some final thoughts... The overall weight of the candy drop assembly was only 14.5 ounces. That means with a full load of candy, my SFK was hauling about a five-pound payload. As you might expect, I couldn't even begin to notice a difference in performance. Interestingly, when the candy was dropped, my SFK chugged along without the slightest burble or bump in altitude. The open doors had no effect on handling. In all, it was a satisfying project that took less than a day of work and was well worth the effort. Just ask the kids!

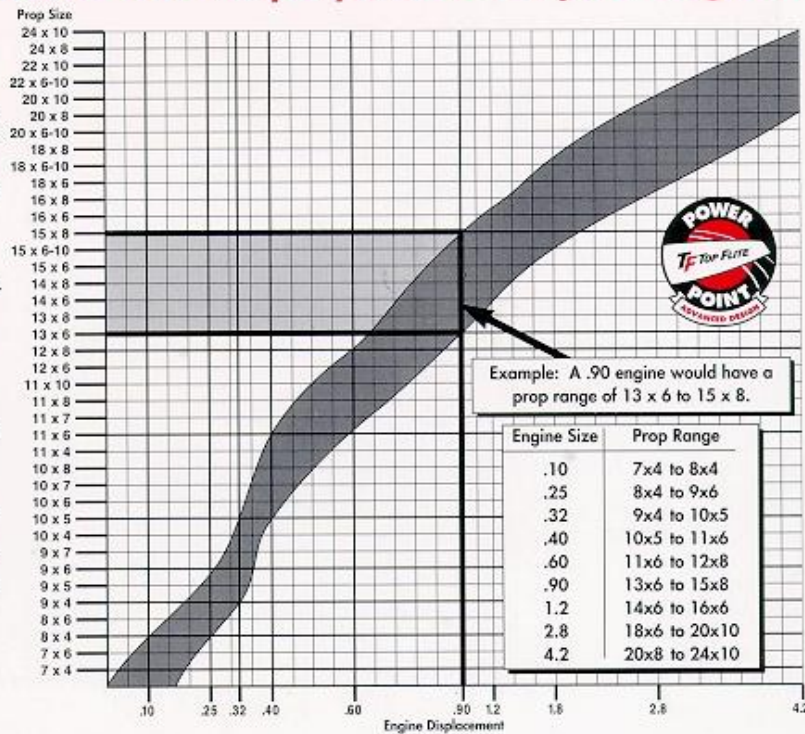
Use this chart to find the proper size for your engine:

How to use this chart to find the right prop for your engine

1. Find your engine size along the bottom axis.
2. Follow the line up to where it intersects with the shaded area.
3. Follow each point within the shaded area to its corresponding prop size on the left axis. This will be your appropriate prop range.

NOTE: 4-stroke engines are typically higher torque engines and should use the larger props indicated in the range.

Recommended prop ranges will vary depending on your particular engine and airplane. This chart represents average prop usage and should be used only as a general guideline. Always refer to the manufacturer's instructions included with your engine.



Our Glider Contingent- Rick Sunderland at the Monticello field.

Seminole Radio Control Club Tallahassee, FL

AMA Charter #216, 1969-2008

SRCC Officers

President – **Shannon Black**
Vice President – **Chris Bailey**
Secretary/ Newsletter Editor – **Stephen Warmath**
Treasurer - **Sam Varn**
Field Marshall – **Joe Satterwhite**
Field Safety Officer- **Gordie Meade**

Field Hours

12 Noon till Dark- These hours apply to **all** aircraft, gas **and** electric.

Training Notes

To schedule a training time contact Mike Atkinson.

Flight Instructors

Mike Atkinson- Primary/ Advanced Flight Instructor (Coordinator)	926-4692
Geoff Lawrence- Primary/ Advanced Flight Instructor	942-9807
Chris Bailey- Primary/ Advanced Flight Instructor	322-4047
John Hall- Primary/ Advanced Helicopter Flight Instructor	893-6457
Jay Leudecke- Primary/ Advanced Helicopter Flight Instructor	508-7135
Jeff Owens- Ground School/ Airworthiness Instructor (Fixed Wing)	894-2504
Frank Bastos- Hobby Town Flight Demonstrator	671-2030

Club Meeting Location and Time

October- March: The regular club meetings are held on the first Thursday of each month at **7:30 PM** at the Grace Lutheran Church on Miccosukee Rd. Head out Miccosukee Rd., cross Capital Circle NE, and the entrance will be the first one on your right. Once you park, follow the sidewalk around the left side of the building and go down the hill. We meet in a room on the first level.

April- September: The regular club meetings are held on the first Thursday of each month at **7:00 PM** at the Flying Field. The Club provides food and drinks.

Newsletter Submissions- Submissions are requested to be in M.S. Word format or via e-mail text. Photos should be in .jpg or .tif format. Vector art accepted in Corel, Illustrator and AUTOCAD format. We will, however, accept anything to make it easier for those who wish to contribute. Submissions are due no later than the 23rd of the month. Send your submissions to ssw@nettally.com or by phone, Steve Warmath at 509-0672.

Hard Copy Printing of the SRCC
Newsletter provided by Apogee
Signs & Graphics. 850-224-7446



ap-o-gee (n) - The farthest or highest point; the apex.
apogee SIGNS & GRAPHICS is a division of 1 Hour Signs, Inc. ES12000314