

The Seminole Flyer



AMA Chartered Club 216, Founded in 1969



A Gold Leader Club for over ten years

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Next Club Meeting

Thursday, January 15, 2026
The Wine House
1355 Market Street

Happy New Year

Jeff Owens

Happy New Year to all of our club members. I hope that you had a relaxing and enjoyable holiday season. Since it is now January, there are two things to be aware of. The first is the field closure detailed below. The second is that annual dues are due by the January meeting on the 15th. You should have received information on payment methods from Treasurer Marcy Driscoll.

Upcoming Field Closure

The upcoming World Cross Country Championships is a big deal and will result in a major field closure.

THURSDAY through SUNDAY, January 8 - 11, 2026, **The flying field is closed every day.** The event is the World Cross Country Championships. The field is scheduled to reopen at 2:00 PM on Sunday January 11. Note: It is reported that 85 armed guards will take up station on Wednesday January 7. Be careful out there.

New Officers

At the December meeting elections for this year were held. The only nominations received were for the 2025 office holders. A voice vote confirmed their election. Thus, the 2025 office holders will continue through 2026. The appointed officers have also agreed to continue in their positions.

New Starting Tables

Jeff Owens

Rain over the weekend resulted in a damp and muddy field, so the December 8 work party was pushed to Tuesday December 9. With the passing of the cold front the temperature was, shall we say, brisk. Nevertheless a hardy crew assembled (see Member Recognition meeting notes.) Steve Warmath had reworked and improved the plans for the AMA starting tables and had numerous copies available. Steve also headed up the construction activities. Three teams of workers were organized with the lead member being the parts cutter with various helpers moving the required lumber, the completed parts, checking the plans, and then assembling the individual tables. A single parts kit was cut, checked, and assembled to insure that everything fit properly. Once that was completed four more tables were assembled and checked. The whole process was very efficient and the five new tables were completed by mid-afternoon. All involved agreed that it was a well thought out project and that it was completed quicker than expected.

The padding of the uprights was backordered, but arrived in a timely fashion and Steve Warmath completed the installation of the padding shortly after the tables were completed. Some pictures of the process are shown below.



Left: Kevin Parsons working as one of the cutters. Right: Deconstructing one of the old tables.



Top: Two shots of the new table construction taking place.

Bottom Left: New bumpers installed by Steve Warmath.

Bottom Right: Five new starting tables!

Jim Ogorek Auction and Donation

Jeff Owens

The auction and donation of Jim Ogorek's models and supplies was held on Saturday December 13, 2025. Members of the club arrived by 8:30 to start the process of emptying the garage and displaying the items to be auctioned. The garage was remarkably and compactly organized. It took 2 1/2 hours to set everything up for display on the lawn and driveway! By 10:30 some of us were wondering if all of the items would actually be sold and, if not, where would we put them? By 11:00 more members showed up and Jay started the bidding process for the displayed models. Spirited bidding ensued and in about half an hour all the aircraft had been sold! A short break was called for lunch. Carol Ogorek and two friends supplied a wonderful lunch of chili, cornbread, and desserts. Then it was back to the action with supplies and tools being auctioned off. Again, the bidding was fast and furious and in short order virtually all the items were sold. The proceeds from the auction totaled \$3638 to be split evenly between the Club and the Children's Miracle Network. Some pictures are displayed below.



Two views of the aircraft (and one boat) up for auction.



Several shots of the tools and supplies lined up along the driveway as well as some of the aircraft displayed on the lawn. Jay led the spirited bidding by the crowd of club members.



Takeoffs and Landings- Steve Warmath: They say “What goes up, must come down.” If you have done all of your setups correctly and decided it's time to take her off, you need to have a pretty good idea of how to land her in one piece. This article is intended for beginner pilots flying high wing, lightly loaded trainer aircraft flying off of a grass field.

Takeoffs- Before you put that prized possession in the air, do a pre-flight inspection and controls check. (Always). Grass fields can be easy to fly off of or they can be a bit tricky for small rc aircraft. Be it a tricycle gear or tail dragger, be mindful of a few field characteristics that affect takeoffs. Always taxi **out** to the runway, away from the pilot stations. This will leave room for unintended takeoff consequences. Avoid using flaps for takeoffs until you get comfortable with your takeoffs and how the plane flies with flaps deployed.

Tricycle gear aircraft- Most all of these type aircraft have small tires, which makes plowing through grass a bit difficult and typically ends up with the plane nosing over and the propeller striking the ground. Avoid the temptation to jam on the throttle with full up elevator. You **will** get airborne, but immediately enter into an accelerated stall and torque roll into the ground. Not very lady like. **Takeoff into the wind.** Start with a gradual application of power with a little up elevator, just

enough to lighten up the nose wheel to get rolling. Continue advancing the throttle taking out the up elevator and accelerate to flying speed and smoothly add elevator to lift off. Establish a positive rate of climb and reduce throttle to desired cruise speed. If you still have difficulty with nose overs, you can futz with the main gear so the plane sits with a slight nose up attitude and/or get bigger wheels.

Tail-dragger aircraft- Aircraft with larger than normal “tundra tires” will fair better than smaller tires on grass fields. Taxi out to the runway with “up” elevator to keep the tail wheel on the ground for steering. Hold up elevator as you gradually apply throttle for takeoff. Once you get rolling, slowly let out up elevator and allow the tail to rise. If you hold up elevator too long, the aircraft will suddenly get airborne in ground effect and wingtip stall into the ground. Continue advancing the throttle and accelerate to flying speed and smoothly add elevator to lift off. Establish a positive rate of climb and reduce throttle to desired cruise speed.

Landings- Most instructional information you will see describes a "rectangular" landing pattern. (Crosswind, Downwind, Base and Final) Another approach a lot of flyers use is the "180" turn to final approach vs. a base leg to final. One advantage to the latter is you keep the aircraft in a bit closer to you and it enables a gradual, constant angle of bank turn to final. A good landing starts with a good approach. The less control inputs you have to deal with on approach, the easier the landing. Using the "180" approach, fly slightly beyond perpendicular to your position and begin a shallow turn into the wind while slightly reducing power to slow down. Continue the circling approach and as you roll wings level on final, reduce throttle a bit more if not to "Idle" for light aircraft that tend to "float". Adjust your line up to the runway as needed on final. Let the aircraft settle into a shallow, descending approach using power to control rate of descent and elevator for airspeed. Right before touchdown, throttle to idle and slowly raise the nose to bleed off airspeed and touch down in a nose high attitude on the main gear. If the aircraft balloons/ bounces, you are coming in a bit too fast, applying elevator too fast or both. Don't try to salvage a bad approach and landing. Go around and try again. You can practice your approaches by leveling off on final and fly straight and level to perfect your approach line up. A simulator is a great tool for this. Choose the landing pattern you are most comfortable with. A good landing is one that gets your plane safely back on the ground. A great landing is one where the airplane can fly again.



Club Meeting News - Jeff Owens

The December meeting was called to order at 7:00pm by President Jay Wiggins with 14 members present plus one quest.

Member Recognition - Elected and appointed Club Officers for 2025; Steve Warmath for his Adverse Yaw article in the newsletter; Claudia and Frederick for the special dinner for this meeting and for their support of the Club; Starting Table construction - Steve Warmath, cutters Rhett Boudreaux, Kevin Parsons, and David Coury, Ed Budzyna, Jeff Owens, Geoff Lawrence, Ray Murtha., Wayne Bell, John Court (persimmon bread, getting ice and Popeye's chicken), Jack Horning, Gordie Meade; Jim Ogorek auction event - Carol Ogorek and two friends for supplying lunch, Geoff Lawrence, Jeff Owens (supplying tables and a chair), Sam Varn (supplying tables), Ray Murtha, Joe Satterwhite, Steve Warmath, Marcy Driscoll (collecting the proceeds.)

Vice President's Report - Sam Varn - Veteran's Day fly-in event was successful. Otherwise, no new events on which to report.

Treasurer's Report - Marcy Driscoll - The October report was approved as posted. Dues are due - about half the members have paid already. The Ogorek auction resulted in \$3638 with half to the club and half to the Children's Miracle Network. Adding the \$2500 previously raised for the CMN resulted in \$4319. The club voted to round that up to \$4500.

Secretary's Report - Jeff Owens - The November minutes were approved as posted. No additional nominations for officers have been received. The members present voted to approve the current officers for 2026. The appointed officers all agreed to continue in their positions.

Training Report - Steve Warmath - The TAG grant request to AMA is being prepared.

Safety Report - Mike Atkinson - no issues to report.

Field Report - Gordie Meade - Mower service will be scheduled.

There were no additional items for old or new business. The meeting was adjourned at 7:24 PM.

The Seminole R/C Club Tallahassee, FL

Officers

President	Jay Wiggins (moonangelb@gmail.com)
Vice-President	Sam Varn (sgvarn@yahoo.com)
Secretary	Jeff Owens (jfolso@comcast.net)
Treasurer	Marcy Driscoll (mdriscoll@fsu.edu)
Field Safety Officer	Mike Atkinson (nexnbax1@comcast.net)
Field Marshall	Gordie Meade (lmeade@fsu.edu)
Training Coordinator	Steve Warmath (sswarmath@comcast.net)

Media Managers

Webmaster	Jeff Owens (jfolso@comcast.net)
Newsletter Editor	Jeff Owens (jfolso@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	Steve Warmath 850- 509-0672
Jeff Owens 850-545-7482	Mike Atkinson (Thursday only) 850-251-2694
Gordie Meade (helicopter) 850-528-8063	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.
