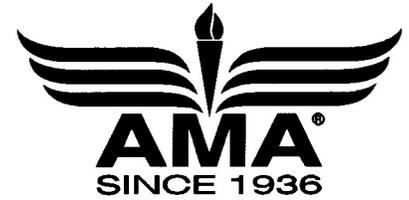


The Seminole Flyer



Charter member of the Academy
of Model Aeronautics since 1969

AMA Charter Club 216



50 Years of Responsible Model Aviation and Community Support

March 2019 Anniversary Issue

We Have Fifty Years to Celebrate!



**President Jay Wiggins assisted by Benita prepare low
country boil for our celebratory event**

Shrimp, sausage, corn-on-the-cob, potatoes! Steaming hot and spicy! President/Chef Jay Wiggins and Benita cooked up a delicious feast for our Fiftieth Anniversary Opening Day Event. And, it was one of best gatherings in quite a while. Members and families came out and enjoyed a beautiful flying day.

A special thanks to all who helped with the event, especially Rhett Boudreaux, Troy Emmett and Ray Humphreys. However, we shouldn't let the spectacle of Opening Day airplanes and equipment for sale, raffles, practice pylon racing and lots of fun overshadow our next event on April 13th.

See Celebrate, Next Page

Celebrate

From Previous Page

The upcoming Glow Clinic is an opportunity to celebrate the days before electric aircraft starting edging out internal combustion engines in popularity. The smell of nitromethane and alcohol is intoxicating. The Glow Clinic is less of a “clinic” than a day of good fellowship and trading hints and secrets of getting those “infernal” combustion engines to purr like a kitten. However, this event is not exclusive. Electric aircraft are more than welcome. There will be some hamburgers and hot dogs for sale. And, another round of practice pylon racing will be held after lunch. Some of us really need the practice.

It appears that the Opening Day Event was the last one we will celebrate at our current field. The move to our new field is now a certainty. The county is beginning to prepare our new runway so it will be ready by our opening day next year. Don't forget our next opportunity to visit our new flying field. Tours will be held on March 30th. Remember, do not attempt to visit the new field on your own. Non-county individuals are prohibited from trespassing and could be arrested. County insurance requires that we have a county employee along to guide us.



Club Meeting News

Jeff Owens, Secretary

The meeting was called to order at 7:02 PM on Thursday February 21, 2019 by Vice President Rhett Boudreaux.

Visitor – Abdul Ahmad

New Member – Ray Diaz

Member Recognition – Board of Directors for work pertaining to the new field; Jim Ogorek – CD for Season Opener/50th Anniversary of the Club and for the cooking pot; Ray Humphries for a cooking pot; Rhett Boudreaux for cooking and organization; Theo for helping with the pylon setup; Troy for scoring and pylon racing organization; Benita for the welcome Board and cook support; Dave and Jim Bussey for the PA system; John McClelland for the post driver; Jeff Owens for Gold Leader Club renewal.

Vice-President's Report – Rhett Boudreaux – the Spring Opener was held on Saturday March 9, 2019. The event was successful as was the inaugural pylon racing practice session. The next event will be a glo clinic and pylon racing practice session on Saturday April 13th starting at 10:00 AM. Food will be available at \$5 per plate.

Secretary's Report – Jeff Owens – The minutes of the February meeting were posted on the web in the Newsletter. The minutes were approved as posted.

Treasurer's Report – Treasurer Bill Ashbaker gave the Treasurer's report. The report was approved.

County Liaison's Report – Jim Ogorek for Jay Wiggins – The new field site is being prepared and has met with approval so far. Jim described the field layout as proposed by the Board of Directors during their visit to the new site on March 19. Stakes for a 100'x500' runway and a 90'x350' pavilion/pit area were set out. This area will be mowed so as to be more easily discerned. A visit by Club members is scheduled for Saturday March 30 at 10:00 AM.

Training Report – Geoff Lawrence – two Club Trainers (both are FMS Super EZs) are ready to go. New cases for the transmitters and a new box for the batteries and chargers are now available.

Field Marshall Report – Gordie Meade – the field was mowed on March 21 and is in good shape. Weed and feed will be applied in about a week.

Safety Report – Jim Ogorek – No specific safety items were discussed. “Fly safely and don't upset anyone!”

Old Business – none

New Business – none

Show and Tell - none

The meeting was adjourned at 7:44PM.

Seminole Radio Control Club History

Our club is fifty years old and we are looking forward to some major changes this year. If we look at our past, it is obvious that change is more the norm than the exception for our club. With the help of Ed Budzyna, Bruce Campbell, John Cutrer, Geoff Lawrence, Farley Light, Gordie Meade, Jeff Owens, Russell Spencer and Rick Sunderland, I am gathering insight that enables me to write a history

of the Seminole Radio Control Club. Hopefully, it will be circumspect and more interesting than merely a replay of a bunch of cold facts.

The plan is to present our fifty years of history in a prologue and nine chapters. The prologue is presented below and will be followed by a new chapter each month in this newsletter. I hope you enjoy. --- Bill Ashbaker

Prologue Beginnings 1950—1969

This story begins as good stories often do with a group of men facing challenges and a common interest. They met on weekends in pleasant weather to test their latest creations built painstakingly with balsa wood, silk and glue. They were the precursors to the Seminole Radio Control Club.

The roots of the Seminole Radio Control Club run deep, back to the 1950s. Intrepid modelers like Bob Burke, Albert Johnson, Bud Bauer, Warren White and Lester Durden faced daunting challenges every time they flew. There were no ready-to-fly models. Every outing risked destruction of a model that was a work of craftsmanship and art, not to mention an emotional attachment gained from hours of tedious building.

Radio technology was very elementary in the 1950s. Many RC systems were only capable of basic neutral, full left rudder or full right rudder controls. There were no throttle, aileron or elevator controls. There were no transistor RC receivers. Receivers were based on vacuum tube technology powered with heavy, low capacity carbon batteries. The airplanes were free-flight models with rudder only control added. Flying consisted of herding the airplane until the fuel ran out. Control of a model in flight

was difficult in even the slightest breezes due to these control and weight limitations.

Enthusiasts had to work for the magic of remote control of an airplane. Many radios were only available as a set of instructions and, maybe, a box of electronic components that had to be soldered together. Sometimes they worked. But the concept of controlling an airplane in flight was infectious. In 1952, the Federal Communications Commission (FCC) approved a license-free and test-free band for radio control in response to growing demand. Prior to this time, operation of remote-control radios was largely the domain of licensed radio amateurs (HAMs).

Then there was the challenge of finding a place to fly. Early RC pilots continually searched Tallahassee for open areas to fly their radio control and control line models. Most of the land in and around Tallahassee was wooded or planted in pine for the paper mills in the 1950s. When land was cleared at the construction site where the Tallahassee Municipal Airport would be built, it was an immediate attraction to modelers. However, these Tallahassee model pioneers had to find other flying sites as construction on the new airport progressed. They eventually found one at Dale Mabry Field.

See Beginnings, Next Page

Beginnings

From Previous Page

Dale Mabry Field was a retired World War II fighter training base and Tallahassee's passenger service airport prior to 1961. Dale Mabry was located at the west side of town near Pensacola Street and Appleyard Drive. Commercial aviation ceased at Dale Mabry when Tallahassee Municipal Airport opened in 1961.

Model aircraft enthusiasts migrated to Dale Mabry Field when the airport closed in 1961. The abandoned runways presented challenges. They were spauled and weeds grew through cracks, but the wide-open paved areas were heaven to modelers. They happily flew control line and radio control models on the remnants of the concrete runways throughout the 1960s.

As time went by, radio control continually improved and became easier. The 1960s marked the evolution of radio technology to a level that enabled radio control as we know it. Radios that operated more than one control surface such as throttle, ailerons and elevators hit the commercial market. Next, technology continued to improve to the point that aircraft control surfaces could be operated in proportion to the amount of control (stick) input to a transmitter instead of full-on or full-off. James Cutrer was able to buy a Kraft radio for \$400 and learned to fly a Top Flite Headmaster aircraft in the late '60s. His radio offered basic 4-channel proportional control with mechanical trim.

However, these radios used amplitude modulation

(AM) and were very susceptible to interference. Frequencies were controlled by matching crystals in the transmitter and receiver. The biggest dilemma over the next thirty years was to choose crystals that avoided overcrowded channels and improved the chance to fly on a nice afternoon.

Then, during a warm summer in 1969 when *Hey Jude* by the Beatles was popular on the radio, hippies were reveling at Woodstock and Apollo 11 carried Neil Armstrong to the moon, twelve fliers discussed the idea of forming a radio control model club. Paul Speh, James and John Cutrer, Edd Roy McLeod, Rodney Scarborough, Rhett Miller, Sr. (City Engineer), Rhett Miller, Jr., Brian Campbell, Bruce Campbell, Russ Spencer, Gene Densmore and John Alexander were members of the Academy of model Aeronautics (AMA). They reasoned that an AMA ordained club would provide better liability insurance protection. They also hoped that they might find a permanent, private flying field if they combined resources. Paul Speh was elected president. The first club meetings were held in the FSU Physics Building on the FSU campus and **the Seminole Radio Control Club was born.**

It is not likely that the original members would imagine the Seminole Radio Control Club would endure hardships, survive, expand and be going strong more than fifty years later.

Around the Field

Opening Day Celebration



Around the Field

Opening Day Celebration (Cont.)



Seminole Radio Control Club

Tallahassee, Florida

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 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 850-545-7482
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	10:00 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.

www.seminolerc.com