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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

This is a rather abbreviated newsletter as things have been quiet during October following a busy September. As covered in the last issue, we had the Park Workers Appreciation Lunch and the annual club Children's Miracle Network fundraiser at the end of September. October has been pretty quiet. For one thing, both the President and Vice-President were out of town on the usual October meeting date, so it was decided to cancel the October meeting, Fear not! There will be a November meeting as noted above!

The field has been top dressed, i.e., covered in sand. While this will be beneficial in the long run, it is somewhat problematic for those whose wheels are small and/or whose power plants don't thrive on ingested sand. We did have a good rain - once - but things have been pretty dry since then. But eventually the sand will work its way in and some of the ruts and potholes will be filled, making all types of operations much easier. Patience Grasshopper, patience (that's a 1970s reference...)

Watch for a meeting announcement and agenda from Jay for the November meeting.

## In This Issue

- October Meeting cancelled
- It's all about the springs
- September Financial Report

## Next Club Meeting

Thursday, November 16, 2023

The Wine House

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## **It's all about the springs**

Jeff Owens

This summer has, among other things, been devoted to rebuilding my RC fleet. The first completion was a Curare ARF which now has 53 flights on it. While it flies really well, there was something that seemed “off.” It just didn’t seem to have as solid a feel as its predecessors. Of course, it is a new airplane with new stronger servos and better control hardware, all of which made the airplane more responsive. And it also had a new transmitter - a Futaba T16IZ. I usually fly with the stick spring tension as high as possible in order to minimize accidental cross controlling between the elevator and aileron controls. The current setup just seemed to faithfully track every wrong input that I gave it, even with the spring tension at the max setting. I did a bit of research via Google and discovered that the helicopter version - which is the one I have - comes with softer springs while the air version has stronger springs. Hmmm. So I ordered a set of the stronger springs. Of course, to install them one has to disassemble the transmitter and replace the springs in the gimbals. I came across some oblique references stating that the procedure was not obvious. So, what to do? Go to RC Groups and pose the question of how to replace the springs! I got an almost immediate reply from someone who had done this and who also included a You Tube link as to how to do it - isn’t the internet wonderful? The funny part about the You Tube video is that it was in Japanese! OK - just hit the mute button and then follow along doing each step using the visual prompts. Worked like a charm. I had the springs replaced in rather short order. The softest setting with the strong springs is about equivalent to the hardest setting of the soft springs. So I was able to tighten things up and the stick feel is more to my liking. Time will tell if it makes an improvement in my flying. But at least the TX worked when I put out all back together!

So, something to consider if you find that your plane is too “jittery” is to tighten up the spring tension. And, perhaps, if there are stronger springs available, you might try a spring replacement.

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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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