

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, October 16, 2025
The Wine House

County Workers Appreciation Lunch

Jeff Owens

What has now become an annual tradition - The County Workers Appreciation Lunch - was held on Friday September 19, 2025. This event features a free lunch for the park workers who help maintain our fine flying facility year round. It is something that we as a club can do to show our appreciation for all that they do for us. One of the event highlights, as always, was a generous supply of Benita Wiggins's homemade cookies. In addition to the lunch, flight training was available for the workers and their supervisors. The weather was beautiful and there were several who took advantage of our offer to try a hand at flying one of our trainers. It was all over by about 1:00 PM, but judging from the full plates I saw, everyone seemed to have a good time. Several pictures from the event are shown below.



The pit area was full with club members welcoming the park workers who arrived in all sorts of vehicles. Our cooks were busy preparing burgers, hot dogs, chicken, and all sorts of sides. Our banner greeted all arriving for our annual expression of thanks and support for the county workers.



Left: Amanda Heidecker, Director of Parks and Recreation, gets some flight instruction from Geoff Lawrence.

Above left: Mike Atkinson gives some flight training to one of our guests.

Top: a few of Benita's cookies - there were three full containers at the beginning!

Children's Miracle Network Fundraiser

Jeff Owens

This year's fundraiser for the Children's Miracle Network was held on Saturday September 20 under a beautiful blue sky with moderate temperatures. The fundraising was done via a pilot landing fee (you could take off for free, but you had to pay to land), lunch tickets, and auction items. Signs were on the highway for flight training and we had a few takers. The crowd might have been bigger were it not for an FSU home football game at 3:30. There were numerous flight demonstrations for the gathered onlookers followed by another great lunch overseen by VP Sam Varn and his able assistants. Following lunch the auction was held. This year there was a bit of a twist since the auction consisted of two parts. Long-time club member Theo Titus passed away earlier this summer and his family donated all his modeling supplies and aircraft to be auctioned off for the benefit of the club. Other items were donated for the CMN portion of the auction. The tallies of the two parts are not yet available, but will appear in a future newsletter. The auctions were done in a split format - sign up sheets were available for bidding. Starting at 1:00 PM Chief Auctioneer Extraordinaire Jay Wiggins called out the highest bidder on each sheet and then let the final bidding start. Some items generated considerable interest and the participants seemed to be having a good time. A lot of models and supplies changed hands at the event. Some pictures are included below.





Pattern Flying with Jets

Jeff Owens

I have written about various types of pattern flying before and there are some links on our web site that describe some of these. Most members have seen Gordie flying his helicopter sequences, Mike Picou flying turnaround sequences, or me flying the sequences used by the Senior Pattern Association. But did you know that there are pattern contests for jets? Our own Frederick Mursch has competed in a number of these events over the last several years and has been quite successful. Here is a list (F3S is the designation that AMA uses for Jet Aerobatics):

1. 2022 Nationals - 2nd place in Basic F3S
2. 2024 Nationals - 1st place Basic F3S
3. 2025 Nationals - 1st place Basic F3S
4. 2025 Georgia Jets - 1st place Basic F3S

Frederick writes that he is flying his EDF Viper from FMS and his Voyager, both of which he has flown at our field. He is also flying his BVM Cougar which is now dialed in and works perfectly for jet aerobatics. The Cougar is 10 years old and is still using the same turbine - that says a lot for reliability! Some pictures are shown below.



1st place FAI
Basic Frederick
Mursch



2nd place EDF
Frederick Mursch

Both of these pictures are from the 2025 Jet Aerobatic Nationals.



First Place Basic:
Frederick Mursch



EDF Third

These two are from the 2025 Georgia Jets contest.



1st place Basic:
Frederick Mursch



2nd place F3S Basic, Friedrich Mursch

The left picture is from the 2024 Jet Aerobatics National meet and the right is from the 2022 Georgia F3S event.

Iron City IMAC

Jeff Owens

Earlier this summer there was an IMAC event held at the Iron City Georgia field. IMAC stands for International Miniature Aerobatics Club and is another form of pattern flying. A brief description of some of the types can be found on our web site under the Pattern Talk link. Basically, IMAC seeks to replicate using RC models the aerobatics flown in full scale events put on by the IAC (International Aerobatics Club). (As an aside, I flew a full scale CAP-10b in the Basic class at an IAC event in 1995, taking 2nd place.) Troy Emmett and Kevin Parsons flew in the Iron City contest taking 2nd and 3rd place, respectively, in the Basic class. Congrats! They are shown with their planes in the photo below along with their “support crew!”



New Training Coordinator

Jeff Owens

Steve Warmath has taken over the position of Training Coordinator from Mike Atkinson who remains as our Safety Officer. Steve will also be running the TAG training events. There will be an open TAG event on Saturday September 27 from 9-12.

Control Linkage Geometry -Steve Warmath

In most of today's BNF and PNP airplane kits, the manufacturer has either already set up the recommended control linkage geometry for you and/or they show you which holes to use. So why so many holes to choose from?

Control linkage geometry involves arranging the servo arm and control horn to maximize the transfer of movement and force to the control surface, with an optimal setup having the servo arm and linkage perpendicular to the control surface's pivot. Key principles include a straight, square linkage for linear response, choosing the right connection hole on the servo arm and control horn to trade force for travel, and ensuring the geometry allows the control surface to accurately follow the servo's movement.

Optimal Setup

- **Perpendicularity:** The ideal setup has the servo arm and linkage in a vertical, perpendicular position to the control surface.

Straight Linkage: A straight linkage connecting a vertical servo arm to a control horn directly above the control surface's hinge point ensures linear and accurate movement.

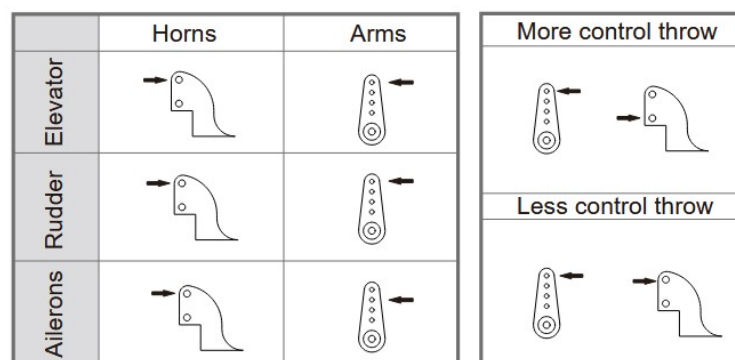
- **Hinge Alignment:** For a linear response, the control horn's pivot point should be positioned directly above the control surface's hinge point.

Adjusting Travel and Force

- **Leverage:** The servo arm and control horn act as levers, and their lengths determine the force and distance of travel.
- **Increased Travel:** Connecting the push rod to a longer lever on the servo arm (outer hole) and a shorter lever on the control horn (inner hole) increases surface deflection.
- **Increased Force:** Conversely, a shorter servo arm and longer control horn result in increased force but decreased travel.

Practical Considerations

- **Mechanical Advantage:** The goal is to achieve the desired control surface movement with the best possible mechanical advantage, using the servo's full range without needing excessive adjustments on the radio.
- **Preventing Binding:** Ensure the linkage doesn't dip up or down, as this can cause binding and reduce servo power.
- **Fine-tuning:** After establishing the best mechanical setup, use the radio's endpoint adjustment or travel settings to achieve the precise movement desired.



Club Meeting News - Jeff Owens

The August meeting was called to order by President Jay Wiggins at 7:00 PM on September 18, 2025 with 9 members present.

Member Recognition - Steve Warmath for his TAG (Takeoff and Grow) flight training work and for coordinating with various groups; Ken Kushner for garbage detail; Jeff Owens for the Newsletter; Jeff Owens for winning the Expert class at the Prattville, Alabama pattern event; Sam Varn and Kevin Parsons for grill maintenance; Gordie for mowing.

President's Report - Please do not ask County Workers to retrieve lost model aircraft.

VP Report - Sam Varn - everything is ready for the September events.

Treasurer's Report - there was no July meeting so there was no report to approve. The next report will be that for August as shown in this issue.

Secretary's Report - the minutes of the August meeting were approved as published in the August Newsletter.

Field Marshall Report - Gordie reported that due to a busy schedule in October he would appreciate someone else taking over the reconstruction of the starting tables.

Training and Safety Report - no safety issues were reported. Steve Warmath is taking over as the Training Coordinator. Mike Atkinson will remain as Safety Officer.

There were no other items for new or old business. The meeting was adjourned at 7:37 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 preferred) 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.
