

The Seminole Flyer

www.seminolerc.com



A chartered member of the
Academy of Model
Aeronautics
AMA Charter #216, 1969-2007



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

OCTOBER 2007

INDEX

- Letter from the Editor
- Chief Pilot Report
- Chief Copilot Report
- Chief Treasurer Report
- Chief Scribe Report
- Pilot Briefing-Frank Bastos
- Bending Brass Tubing
- Throttle Set-up
- Check Your Bird with an Incidence Meter



F-86 Sabre Jet- Bob Violet Models

Letter from the Editor- Stephen Warmath

Finally, a break from the heat. Although we are still having some warm days, the seasonable weather is just around the bend. This is my favorite time of year. Cool days and nights proceeding into the holiday season. It's also time to be thinking about December Elections. Club Officer nominations or (volunteers) are due at our November meeting. Please send me your nominations or willingness to run by October 23rd. Remember, if you nominate someone; make sure they are willing to accept the nomination first.

To refresh everyone's memory the following excerpt from our Constitution, outlines the responsibilities of the various positions:

ARTICLE VI Duties of Officers

1. **President:** Shall preside at all meetings of the membership, coordinate all committee activities, and enforce the

Happy Halloween



constitution and by-laws to the best of his or her ability.

2. **Vice-President:** Shall assist the President in various duties, shall perform the duties of President in his or her absence, and shall be chairman of the Activities Committee.
3. **Secretary:** Shall take minutes, keep records, accept applications, correspond, and perform any other duties deemed necessary by the membership in order to keep the club's business in an orderly manner.
4. **Treasurer:** Shall maintain all of the club's cash and material assets, write and sign checks at the discretion of the President or Vice-President, and perform any other duties deemed necessary by the membership.

Note: Newly elected Officers assume their duties at the conclusion of the regular December meeting not January 1.

I will post additional information in the November Newsletter.

Now, moving on to the fun stuff. This month's featured pilot in **Pilot Briefing** is Mr. Personality and candy store manager, **Frank Bastos**. Also, we look at a low-tech way to **Bend brass tubing** without it kinking. Pretty simple, but useful stuff. Being able to throttle down your aircraft and shut it down remotely is not only cool, but also a safety issue. I remember the days when people would throw a rag into the prop to stop it. Not good. Set it up right with some advice on **Throttle Setup**. That dog behaving badly in the air? It could be an incidence problem. Try getting a floatplane airborne with negative incidence to the floats. What you end up with is a speedboat with wings. Set it up right and check it out with this article entitled **Check your Bird with an Incidence Meter**. A last minute entry is a short article about how the TSA is viewing RC toys in your luggage as potential bomb threats.

Happy Building and Flying- Steve

Chief Pilot- John Hall

Looks like the summer heat is finally letting up a bit with hints of some nice flying weather to come soon. As a reminder, October will be our first club meeting back at the Grace Lutheran Church, 7:30pm this Thursday evening. We will be meeting at the church on the first Thursday of each month until sometime next Spring. The next couple meetings are especially important, as we will be taking nominations for club officers. If you've never done so, please consider serving as a club officer.

Unfortunately, we still have club members leaving the combination exposed on the lock after opening the gate. I don't know of anything that can be done to prevent this. If you have any suggestions on how to better manage this issue please share you thoughts at the next meeting.

See you at the field.

John

Chief Copilot- Brad Sharp

The new motor was received at HobbyTown on Tuesday. Frank Bastos and John Hall delivered it to the field on Wednesday afternoon, where it awaits installation.

The current plan is to install the new motor. The old motor will be repaired over the winter and kept as a backup.

Pending installation of the new motor, Gordie reports that the mower is using a quart of oil per mowing.
Brad

Upcoming Club Events

Club Meeting at Grace Lutheran Church - October 4, 2007 at 7:30 pm.

[Upcoming AMA Regional Events](#)

Gathering of the Turkey

FL
10/06/07-10/08/07 - Pensacola, FL (AAA) Gathering of the Turkey for CAT III 101, 102-103, 104-105, 101C, 102-103, 104-105C, 120, 122, 124, 128, 140, 142 (JSO). Site: Nay Helo Field Site 8A. George White CD, 5928 Hermitage Dr Pensacola FL 32504 PH:850-473-0866 email: white76@cox.net. Visit www.pensacolafreeflight.org. Sponsor: PENSACOLA FREE FLIGHT TEAM

Cub In the Yellow Overcast

FL
10/06/07 - Sarasota, FL (C) Cub In the Yellow Overcast. Site: Club Field. Joseph Fast CD, 6506 Jarvis Rd Sarasota FL 34241 PH:941-343-0503 email: jntfast@verizon.net. Visit www.sarasotarac.com. 4 miles East on Bee Ridge Rd from I-75 exit 207 to flying field. 8 acres with 100' x 500' paved runway, 250' grass - noise restriction 104 DBA @9 ft. Any cub, any size, any color. Sponsor: SARASOTA RC

Emerald Coast Model Aviators 17th Annual Fly In

FL
10/06/07-10/07/07 - Wewahitchka, FL (C-Restricted to IMAA) Emerald Coast Model Aviators 17th Annual Fly In. Site: Parker Farms Campground. Douglas Sampson CD, 7476 shadow Bay Dr Panama City FL 32404 PH:850-874-2932 email: dsam41@aol.com. \$10 landing fee - limited full hookup RV parking, call 850-639-5204 for reservations - Sat p.m. dinner, free to pilots & families - noon combat demo - 100'x700' grass runway - great concession stand - site is 22 miles east of Hwy 98 and 2 miles west of Wewahitchka on Hwy 22, follow IMAA Airshow signs - Benefit for Taunton Family Children's Home. Visit www.fly-ecma.org. Sponsor: EMERALD COAST MODEL AVIATORS

6th Annual Mike Prince Fly In

GA
10/06/07-10/07/07 - Savannah, GA (C) 6th Annual Mike Prince Fly In. Site: Chatham Model Flying Field. Wesley Thibodaux CD, 115 Monica Blvd Savannah GA 31419 PH:912-925-6415 email: wisalow29@worldnet.att.net. Grass runway 100 x 700 feet close to two malls. RV and Camper free parking no hookups. Vendors and tail gate sales welcome. Sponsor: TRI COUNTY RC FLYERS

Warbirds Over Florida

FL
10/12/07-10/13/07 - Jacksonville, FL (C) Warbirds over Florida. Site: Lannie Rd Flying Field. Monty McMillan CD, 1612 Inkberry LN Jacksonville FL 32259 PH:904-370-4649 email: montague56@hotmail.com. Restricted to Warbirds 1911-1950 in military or civilian paint, open flying format, no events, 80 inch mono, 60 inch biplane rule. Visit www.gatewayrc.org for map & directions. Sponsor: GATEWAY R/C

Fourth Annual Osceola Flyers Fly In

FL
10/13/07-10/14/07 - Kissimmee, FL (C) Fourth Annual Osceola Flyers Fly In. Site: Club Field. Howard Hosenbold CD, 3134 Crested Circle Orlando FL 32837 PH:407-856-2544 email: howardh1951@hotmail.com. Prizes, hourly raffle, demo, swap, vendors, 350' grass runway, food/refreshments. Two days of fun and flying. Landing fee \$5 per pilot. We are sponsoring Give Kids the World please bring non perishable food items for local food bank. More info and directions at www.osceolaflyers.com. Sponsor: OSCEOLA FLYERS

Mulberry 500

FL
10/20/07-10/21/07 - Mulberry, FL (A) Mulberry 500 for 424, 428(JSO). Site: Club Field. Rick Ruede CD, 1408 New Jersey Rd Lakeland FL 33803 PH:863-944-8237 email: rruede@tampabay.rr.com. Newell Terry Field on SR 60 2 miles East of Mulberry, FL. Sponsor: IMPERIAL RC CLUB

FSS #6

FL
10/20/07-10/21/07 - Oviedo, FL (A) FSS #6 for 444 (JSO). Site: Club Field. Tom Galloway CD, 2173 Mohawk Trl Maitland FL 32751 PH:407-628-5040 email: soarhead2@earthlink.net. Sponsor: ORLANDO BUZZARDS

PFFT Model of the Year Contest

FL
10/20/07 - Pensacola, FL (AA) PFFT Model of the Year Contest for 140, 142(JSO). Site: Navy Site 8A. Paul Grabski CD, 312 Forest Hills Dr Cantonment FL 32533 PH:850-475-2297 email: grab3939@cox.net. Additional events are: Miss Canada Sr, Smarty/Mini-Pearl Combo. Sponsor: PENSACOLA FREE FLIGHT TEAM

Ocala Scale Aerobatics

FL
10/20/07-10/21/07 - Ocala, FL (AA) Ocala Scale Aerobatics for 411, 412, 413, 414, 415(JSO). Site: Club Field. Fred Johnson CD, 8504 SE 72nd Ave Ocala FL 34472 PH:352-895-7436 email: rareeagle2@aol.com. Visit www.ocalaflyingmodelclub.com. Camping on site, no hookups. Food and drinks on site. Visit www.mini-iac.com for IMAC info. All five IMAC categories and 4-minute freestyle. Sponsor: OCALA FLYING MODEL CLUB

Monk Morris Electric Fly In

FL
10/20/07 -Elgin AFB, FL (C) Monk Morris Electric Fly In. Site: Club Field. Ronald Van Putte CD, 111 Sleepy Oaks Road Ft Walton Beach FL 32548 PH:850-243-0207 email: vanputte@cox.net. Test Site C-3. Visit www.eglinaeromodellers.org. Sponsor: ELGIN AEROMODELLERS

Jets Over the Cape

FL
10/20/07-10/21/07 - Cape Coral, FL (C) Jets over the Cape. Site: R/Seahawks Air Park. Edward Gamils CD, 701 Royal Poinciana Ponta Gorda FL 33955 PH:941-575-8047 email: egamils@hotmail.com. Visit www.rseahawks.org. Sponsor: R/SEAHAWKS

Aero Fest 07

FL
10/20/07 - Miami, FL (C) Aero Fest 07. Site: Silver Field. Nicholas Capone III CD, 20120 BelAire Dr Miami FL 33189 PH:305-254-2127 email: nickrc3@aol.com. Come join us in our showcase event. Two manicured, grass runways. Full concessions available. All registered pilots receive lunch and raffle ticket. Assorted wood plaques awarded. Public and pilot raffles. Visit our website at www.amps-rc.com for additional information and field directions. Minimum wing span 80" \$5 landing fee. Sponsor: AERO-MODELERS OF PERRINE

Pioneers of Radio Control

FL
10/20/07-10/21/07 - Cocoa, FL (C) Pioneers of Radio Control. Site: Cocoa Landfill. David Platt CD, 1306 Havre St NW Palm Bay FL 32907 PH:321-724-2144 email: misterscale@cfl.rr.com. VRCS rules apply. Sponsor: INDIAN RIVER KONTROL SOCIETY

Fly What Ya Brung

FL
10/20/07 - Morriston, FL (C) Fly What Ya Brung. Site: Club Field. William Robinson CD, PO Box 302 Williston FL 32696 PH:352-262-7409 email: owlpres2003@yahoo.com. All RC aircraft flown. Visit www.onewinglowsquadron.org. Sponsor: ONE WING LOW SQUADRON

Salute to Our Military

FL
10/20/07-10/21/07 - Palmetto, FL (C) Salute to Our Military. Site: Club Field. Laura Long CD, 3312 50th Ave E Bradenton FL 34203 PH:941-224-4132 email: lmlong37@aol.com. Visit www.manateerc.com. Open to any size RC warbird - no turbines. Landing fee \$10 RV parking limited hookups \$10, restrooms, concessions, 500 x 75 ft grass runway. Sponsor: MANATEE COUNTY RADIO CONTROLERS

Zephyr Electric Fly In

FL
10/26/07-10/28/07 - San Antonio, FL (C) Zephyr Electric Fly In. Site: Club Field. Frank Donnelly CD, 35308 Jomar Ave Zephyrhills FL 33541 PH:813-782-6125 email: fpdfrompa@aol.com. 3rd Annual Zephyr. All electrics welcome. Huge raffle, good food and open flying each day. Visit www.zeff.info. Sponsor: CAN-AM FLYERS

IMAA District V Minifest

FL
10/26/07-10/28/07 - Marianna, FL (C-Restricted to IMAA) IMAA District V Minifest. Site: Marianna Model Airpark. Dale Cavin CD, 5098 Old Hickory Cir Marianna FL 32446 PH:850-482-7090 email: dcavin@earthlink.net. AMA & IMAA membership and rules required. Dinner provided Saturday. Craft fair Saturday near site. RV's ok on site - no hookups. Landing fee \$20. Visit www.chipolarcaviators.com. Sponsor: CHIPOLA R/C AVIATORS

18th Fall Fling Fly In

FL
10/27/07 - Mossy Head, FL (C) 18th Fall Fling Fly In. Site: 3171 Richardson Road. James Giffard CD, 4568 Top Flight Drive Crestview FL 32539 PH:850-398-6076 email: jgiffard@cox.net. High noon combat. Awards for Best Trainer, Sport, Scale and Pilots Choice. Swap area. Food Drinks on site. Sponsor: CRESTVIEW MODEL AVIATORS

Sanford Aero Modelers Annual Scale Fly In

FL
10/27/07 - Sanford, FL (C) Sanford Aero Modelers Annual Scale Fly In. Site: Club Field. Lee Dargue CD, 522 Fuller Ave Deltona FL 32725 PH:386-837-8531 email: rcfuru@cfl.rr.com. BBQ cook out, pilot prizes, no campers or hookups, come see our newly renovated 800 ft runway. Visit www.sanfordaeromodelers.com. Sponsor: SANFORD AERO MODELERS

Tampa Bay Line Flyers Stunt Contest

FL
10/28/07 - Palmetto, FL (C) Tampa Bay Line Flyers Stunt Contest. Site: Club Field. Raymond Thompson CD, 33075th Drive West Palmetto FL 34221 PH:941-723-9381 email: rft430@msn.com. Visit www.manateerc.com for directions. Reg at 8:30am \$10 entry fee. Sponsor: MANATEE COUNTY RC

Shadetree 20th 4F Fly In

FL
11/01/07-11/03/07 - Glen St Mary, FL (C) Shadetree 20th 4F Fly In. Site: Club Field. John Mason CD, PO Box 1436 Glen St Mary FL 32040 PH:904-868-2813. Take I-10 exit 333 2.8 mi N on CR 125, Field on right. 80"mono 60"biplane rules apply. 3 motels w/in 5 mi. RV ok, elect available for charging. Fri Nit Spaghetti dinner, landing fee 3days \$20, or \$10 per day (includes on meal tkt). Visit www.shadetree.piczo.com. Sponsor: SHADETREE

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 this information.

September has been a quiet month in the treasury for the most part. We currently have 71 paid up members, still far short of our peak prior to July. However, it's all about quality, not quantity as they say. Of course a little more quantity wouldn't hurt our bank account! Speaking of which, as many of you heard at our last meeting I have opened a new CD with SunTrust for \$ ----- . We were able to get 5.25% APY for the 11 month term. Seeing the current dip in interest rates makes feel like we got an even better deal. When the CD approaches maturity we'll see what the market has to offer and act accordingly. So far SunTrust has had the best deals for the last two years.

Last month we had **\$181.40** in expenses related to the mower situation, field maintenance and the meeting food expense. We also paid **\$200.00** for mowing services while our mower was out of commission. The membership authorized purchase of a new motor for the mower to the tune of around **\$900** (if memory serves) but we have not paid for that yet. We also collected about **\$400** in dues from new or past due members.

Remember to check the **NO FLY** list at the field. Encourage old members to re-join (or at least pay the delinquent dues!)

Here are our current balances:

Cash - \$0.00	Checking - \$0.00	CD - \$0.00	Savings - \$0.00
Total Funds - \$0.00			

That's it for now. Let me know if you have any reimbursable purchases. Get me the receipts and I'll get you the check!

Thanks,
Sam

Chief Scribe- Steve Warmath

The August meeting at the field was called to order at 7:00 PM.

Treasurer's report

Sam presented the monthly report, reminded members that yearly dues were due on July 1st, and that a significant number of members have not yet paid. He noted he had reinvested money in 11 month CD at 5.25%. He also mentioned that we would probably discuss the lawnmower situation. If we had to pull any money back out of the CD, we would probably lose 3 months interest. A motion to accept the report was made, seconded and passed.

Old Business

- John Hall noted that the Club would probably remain at its current location for at least another 5 years.
- Airfest Update by Jeff Owens- The EAA chapter personnel have filled out the paperwork for DOD events calendar in hope there would be some military participation next year. No flying demos, just static showing. We need to plan an event at our field the week after Airfest. Jeff thought we could add some activities for kids to make it more interesting. No action required by the Club at the present time, but as it gets closer, we'll start planning activities.
- Last month there were some field improvements approved by the club members, but it's just been too hot. John said they would get done.
- The Club Mower- The mower was evaluated and what Southside Mower said they found was dirt in the carburetor and that the rings were bad. They recommended a ring job (~\$1,000) or a new motor (~\$2,000). No work was done on the mower. \$39.00 was spent for the evaluation. After discussion there were agreed upon 6 options to consider.
 1. Get another estimate
 2. Buy a replacement engine and install it ourselves (\$780.00 + \$30.00 S&H)
 3. Have Field mowed by a Professional Lawn Service (\$2,700.00 per year)
 4. Trade in current mower at Sears and get another one.
 5. Buy a new mower with a wider deck to cut down on mowing time.

After much discussion, it was decided that Option 2. was the way to go. A motion was made, seconded and passed. Frank Bastos was to order the engine and have it shipped to the store. The Treasurer would reimburse him. The other options were tabled for now.

New Business

- John said that field security had been compromised and that there were some people that did not belong to the Club had entered the field. He noted that persons unlocking the gate need to scramble the code after opening to keep it secure. Effective immediately, the gate code is to be changed. John would e-mail the members the new code.
- Frank said he had a number of items he wanted to clear out of the store and wanted the club members first look at what he was clearing. He would send a list to John for distribution to the members.
- The Boy Scouts are planning an Event at Lake Talquin. Frank said their representative has expressed interest in our participation. At this time we don't know anything about the site or what we could safely do for them. Frank said he would look into it more and maybe go to the site and see how it could be used. Maybe small electrics only.
- Elections are coming up in a couple of months. The Secretary will be presenting a slate of nominations at the November meeting. *Ed. (if he has any).*

Announcements

- Jeff Owens said there is a lot of interest in the South East in the **Senior Pattern Association**. (Planes built prior to 1975) There are people in Florida particularly interested in meeting in October in Orlando to establish a state chapter. They will be looking into places to fly and have contests. There is also a **Ballistic Pattern Association** also forming. These are the easiest planes to build and fly. No tuned pipes, fixed gear. Jeff said he would post some information on the web site and you could call him for more about this type of flying.

With no additional business, the meeting was adjourned at 7:51 pm.

Pilot Briefing- Frank Bastos

Where are you from?

I am originally from Lafayette, Louisiana. Raised in Brazil since 2 years of age. I moved back to **the** U.S. when I was 17 years old and joined the US Army in Pittsburg, PA. where I served for 10 years.

What do you do for a living? As you all know, I own the Hobbytown USA franchise in Tallahassee, Florida.

How did you get started in radio control?

When I was young in Brazil, I experienced radio control through friends of my father. Already in the U.S., I visited Peachtree City Hobbies with a friend and at time decided to go into the hobby. I really became involved with the hobby when I was stationed in Ft. Richardson, Anchorage, Alaska in 1991.

What do you like best about the hobby?

I do have to say that building airplanes was one of the things that I most enjoyed when I first started. I came to find out that I was highly allergic to CA glue and had to slow down on the building part, but that didn't let me down. I became involved with ARF's, which at the time were just coming out and only required Epoxy. I then found out that the odorless CA did not bother me as much and by then I was in Columbus, Georgia, out of the army and starting my own hobby business. Being involved in this hobby I have met many great people. I like being part of the clubs and the camaraderie that goes along with being a member of the team. I also like helping any newcomers to the hobby. I find it that this camaraderie has no state boundaries. Take Perry for example I have been going there for 12 years and see people there that I only see during the show and they know me and I know them and we talk and then we see each other again a year later, it is great. I met Bob Burke there 5 years ago and when I got to Tallahassee and visited the club there he was. (can't get away from him).

What models do you have or would like to have? What are your favorites and why?

I have a Tucano and a Skymaster that I would like to fly in the next few months. I would like to have either a P-38 or a B-25. I like twin motors because they sound so great. I also like seeing odd models fly. Like the flying car, and Dr. Mikes flying tank and batmobile. I flew a 13' Blimp for the Columbus Cottonmouths Hockey team for 10 seasons.

Other than just enjoying the hobby, are there any skills or maneuvers you are working on or want to master?



I would love to be able to work on my skills more often, but the hobby business, keeps me away from the hobby. I would like to be able to fly a heli one of these days. John and Jay are working on that.

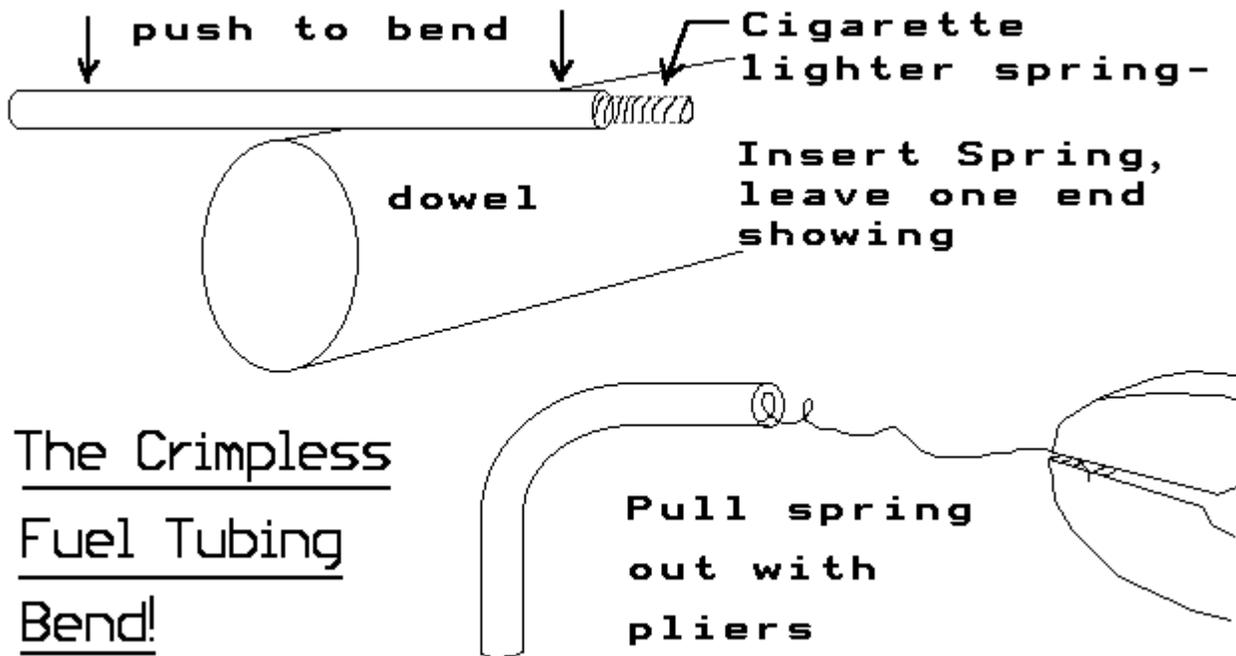
Is there anything else you'd like to share?

I would like to thank all the club members for how they have welcomed me and my family to Tallahassee. I also would like to thank them for the support that they have shown for Hobbytown.

BENDING BRASS TUBING

With just about every model we build, we have a new fuel tank, each with its own requirements - most of which involve bending the brass tubing that comes with the tank. We want the tubing to retain its full diameter in the bend to ease the flow of fuel to the engine. There are a number of ways to do this without crimping, narrowing, or breaking the tubing. And just bending it between your fingers AIN'T one of them! The tubing will invariably narrow dangerously or crimp, after which it is useless. Use one of the below methods, according to your desires and what you have on hand.

- 1) Use a piece of 3/32" inch wire or what ever fits - insert the wire in the tube to the point where you want to bend, and bend slightly at the end of the wire; withdraw the wire about 1/16", and repeat as desired. While this doesn't give you a really smooth bend, it will work for small angles.
- 2) Weed whacker string, the .080 stuff, can be inserted into the tube before bending. As long as the bend isn't too great, the plastic string can be removed.
- 3) A long spring from a cigarette lighter (BIC and several others use these) can be inserted before bending; removal is easy because the spring unwinds as you remove it. This really works! Very tight, over 180 degree bends can be accomplished this way. Note: The BIC springs can also be inserted and LEFT IN flexible tubing when IT tends to narrow or crimp in a tight situation. While the spring in the tubing does restrict flow a little, it will keep the tube open and reasonably free.
- 4) Another system involves taping one end of the tubing, filling with water, taping the water in, and freezing overnight - the ice will keep the tubing from crimping as you bend it.
- 5) A similar suggestion (I haven't tried this!) is to tape the tube filled with SALT before bending. Worth a try!
- 6) Harry Higley makes the BISO bender - this little tool works OK for shallow bends.



THROTTLE SET UP

One of the more vexing problems novices (and all the rest of us, too!) face is setting up the throttle to work properly.

What we want to achieve is to have full power without the servo straining, and with the throttle control on the transmitter all the way back, have a good range of idle adjustments with the trim lever, and still be able to shut down the engine with the trim also.

Now, those of you with fancy computer radios have it made -- you need to read your "computer manual" rather than this article! But for the rest of us, we'll have to explore "mechanical" ways to adjust throws until we get it right.

First, make sure that the linkage used between the servo and the carburetor is reasonably solid. For the usual nyrod or cable installations, this means "tying down" the outer sheathing so that it can't flop around, buckle, or stretch out.

The problem with the throttle is that we have a fixed throw (travel) from the servo, and a fixed throw on the engine's throttle lever, or control horn. So by changing the linkage geometry, we need to match these fixed amounts of rotation.

From full throttle to idle, your throttle servo will rotate about 90 degrees. This is fixed. And the needed rotation for the throttle is also around 90 degrees. Gee -- it sounds simple! And, if the lever arms (the distance from the rotation axis to the output connection) are both exactly the same, you're going to be close. But that would be too easy.

The general adjusting procedure:

- 1) Set throttle trim to center.
- 2) Connect linkage on servo and throttle arms, adjust clevises so that full throttle on the transmitter just gives full wide open at the carb.
- 3) On the transmitter, bring the throttle stick back towards idle. (a) If the carb closes completely before you reach idle, you'll need less throw; (b) if the carb is still open more than 1/32nd of an inch, you'll probably need more throw; (c) if the carb is open about 1/32" and you're able to completely close it with the trim, you should be pretty close.
- 4) If (a) or (b) is the case, make a throw change as appropriate. Then start all over at #1!
- 5) Run the engine, make further adjustments if necessary.

Assuming adjustment for total travel is necessary (it usually is!), the first thing to try is going to a different hole on the servo arm. If travel is too great, go in closer to the servo for less throw; if travel isn't enough, shift out a hole on the servo arm.

Remember, adjusting clevises only varies the distance between servo and throttle arms -- it does not adjust throw, the amount of travel. That is, if you adjust a clevis to open the throttle more at full throttle, you also get a higher idle speed.

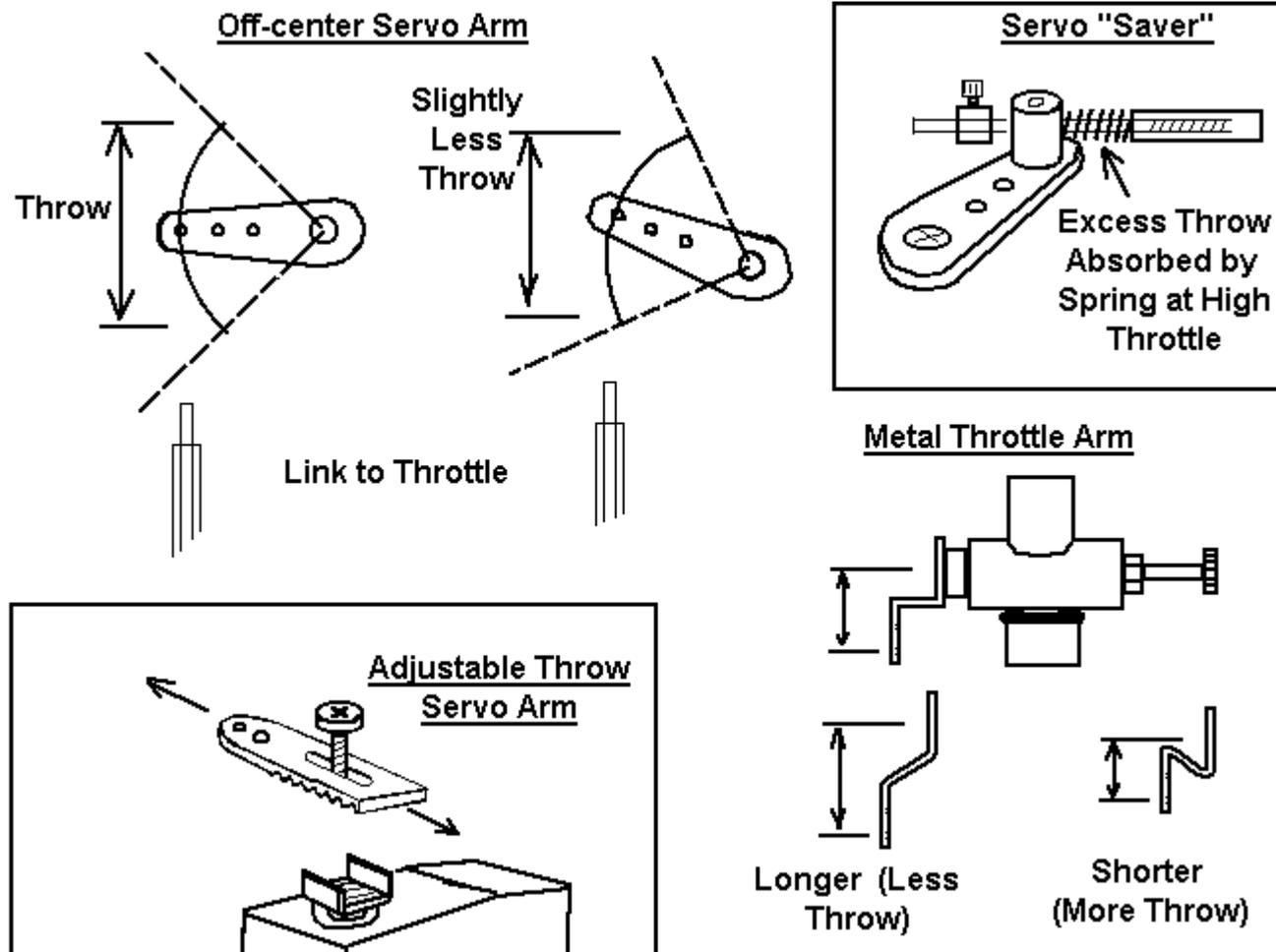
But throw adjustment is a different matter. If you've adjusted for full carb opening at high throttle, but cannot get a low idle or shut-off, you'll need more throw. If you have an OK full throttle, but the engine shuts down every time you bring the stick back, you need less throw.

OK, so you haven't found a combination of holes on servo and throttle arms that gives the correct throw? Here are several other ways to change the throw (see diagram):

- 1) Use a servo saver. Setting up for a bit too much throw, the excess is absorbed by the servo saver spring at full throttle.

- 2) Shift the servo arm off center slightly -- this will lower the throw.
- 3) A metal throttle arm can be bent slightly to accommodate too much or too little throw.
- 4) Some servos, Hi-Tech for one, offer a servo arm which has finely adjustable length, and thus adjustable throw.

You may have guessed by now that there is no one set answer for exactly how to set up your throttle linkage and how to adjust it - each situation always has its own unique set of problems. Hopefully, the above will at least give you a clue as how you might proceed toward solving the problem in your case.



USE A ROBART INCIDENCE METER TO CHECK OUR YOUR BIRD

Recently I have had a couple of cases where I used by Robart Incidence Meter for the first time. I have owned it for a couple years, but just never did get around to actually using it. What a waste that time was!

What got me to use it was a friend's new Platt Jungmiester. It was carefully built, and had been checked out visually, but never really measured. It looked good; in fact, it looked super. When it was flown, through, it was instant panic city, a plan that was almost totally uncontrollable in all attitudes. My friend said that he had given up ever getting it back in one piece when the engine quit and the bird just flopped down.

It was a very discouraged friend that called me, and asked if I had any ideas. Since I knew the balance of the plane was very close, the only problem could be alignment, so I suggested that he bring it over and we would use the incidence meter to check everything out. Since this bird has swept-back wings, it is kind of difficult to really ascertain if everything is straight before actually measuring it.

Measuring the bird was a REAL eye-opener! Nothing was off very far by itself, but virtually EVERYTHING was off some, and an analysis of the net effect of all the little mistakes made the plane look as flyable as a potato chip.

Considerable time was used up completely re-rigging and straightening the bird, constantly rechecking with the incidence meter, and finally everything looked O.K. I have to admit that since this was the first time that I had actually used the meter, I wasn't totally confident in what we were doing.

The first flight of the re-rigged plane reproved an old adage: Build it straight, and it **will** fly straight! An absolutely holy terror of a plane had been turned into another Falcon. Virtually no trim at all has been required from that first re-rigged flight.

The second instance was the first flight of another friend's original 1/3rd size Liberty Sport, a beautiful bird that he had spent the better part of three years designing and building. Since I was to be the test pilot, I wanted this bird to have the best possible chance, and just before the test flight, we went over it thoroughly with the incidence meter. It checked out perfectly, and it flew the same way, completely hands-off the first flight.

The Robart Incidence Meter is now an indispensable tool in my workshop. I sincerely doubt that I will ever again test-fly another plane without first checking it out with this tool, and I recommend it to everyone without reservations. It is one of those items that is beautifully designed for its job, is very easy to use, comes with good instructions, and is cheap to boot.

X-Acto knives, Devcon 5-minute glue, Titebond, Sullivan electric starters for the smaller birds, and Dremel Moto-tools are a highly select group of tools around my shop that I have absolute faith and love for, recommending them without reservation. My Robart Incidence Meter has now joined that group. No serious builder should be without one, and everyone should know how to use one very effectively. A lot of planes would still be around if the incidence meter had been used before they were flown.

***This Just In.....*TSA to scrutinize remote-controlled toys**

By EILEEN SULLIVAN, Associated Press Writer

Airport screeners will be taking a closer look at remote control toys in carry-on luggage due to concerns they could be used to detonate bombs, U.S. officials said Monday.

The new practice is not a result of a specific threat, according to the Transportation Security Administration. But authorities recently arrested two Florida college students and accused one of them of posting a video online with instructions on how to use a remote-controlled toy to set off a bomb.

Passengers — including children — carrying these toys may have to go through secondary screening.

"While not associated with a specific threat at this time, TSA is aware that remote control toys can be used to initiate devices used in terrorist attacks," according to Monday's press release. "Transportation security officers have trained on this possibility and travelers may encounter additional screening when bringing remote control devices in carry-on luggage."

CLASSIFIED ADS

- This is Eric Lazo, used be to part of the flying club. I wanted to see if you know of anyone that is looking to purchase all my gear. I am super busy with working full time and attending graduate school. I have a tiger stick, already built with engine and servos. I have the transmitter and all. I also have the plane on floats right now. I would like to sell everything I have as a whole. All my accessories, starter, tools, etc. Also I am willing to part with the flight simulator. I am not sure how much I would like for it, but if you know of anyone, let them know and to make me an offer. Thank you so much. **Eric Lazo 305-812-8213 Cell**

Seminole Radio Control Club Tallahassee, FL

AMA Charter #216, 1969-2007

SRCC Officers

President – John Hall
Vice President – Brad Sharp
Secretary/ Newsletter Editor – Stephen Warmath
Treasurer - Sam Varn
Field Marshall – Chris Bailey
Field Safety Officer- Shannon Black

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
Mike Kinsey- Primary/ Advanced Flight Instructor	566-0144
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 – 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.

Newsletter Submissions- Submissions are requested to be in M.S. Word format. 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.



ap-o-gee (n) - The farthest or highest point; the apex.

apogee SIGNS & GRAPICS is a division of 1 Hour Signs, Inc. E512000314