

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, May 21, 2026
The Wine House
1355 Market Street

April Fun Fly

Jeff Owens

Our April Fun Fly was held on Saturday April 18, 2026 and was graced with comfortable temps and beautiful skies. As is the case for our our events, club members showed up with a variety of models from small to large, and slow to fast. Steve Warmath had put out signs on the highway and these brought in a number of folks wanting to watch and, perhaps, to take a turn with one of the trainers. Although the wind did pick up a bit, the trainers managed to handle the gusts well and quite a few flights were flown. Frank Bastos donated an FMS Maule to replace the retired trainer #2 and it was put to good use. Lunch was served at about 11:30 and Sam Varn outdid himself with a new and varied menu - including salmon burgers! Later in the day the gusts picked up leading to a bit of a quandary for those with charged lipos - do you risk the gusts to fly and discharge the batteries or do you wait for hours with a slow discharger? My solution is described below - buy an FD-200 lipo discharger! A good time was had by all and we added another successful event to the log book. Steve Warmath provided some photos to add to the ones I took. The next event will be an open TAG event on May 9 followed by the Memorial Day Warbird Event on May 23 (see the flyer below).



Seminole RC Club

Memorial Day Warbird Meet

★ ★ ★ May 23, 2026 ★ ★ ★



Flying from 8:00am until dusk

Public Invited. Flight Training 10:00am-1:00pm

**Lunch served from 11:30am- 1:00pm while supplies last
\$10 per adult, \$5 per child 10 and under.**

Apalachee Regional Park, Tallahassee, FL

Directions and map can be found at www.seminolerc.com



All fliers must have current AMA membership
Normal AMA and SRCC safety rules apply







FD-200 Lipo Discharger

Jeff Owens

When I arrived at the April Fun Fly I charged up three lipos for the Olympus and Avanti. I flew the Olympus first and shortly after take-off had a complete power loss for the motor. Fortunately the BEC was not affected, so I made an uneventful downwind landing. It was later determined to be a short circuit in one of the motor windings. At any rate, I was left with two charged lipo batteries for the Olympus. Later, I decided to try the Avanti, but by then the wind was gusting so discretion would dictate not tempting fate. But then I would have three charged lipos and it would take hours to put them in storage mode using the discharge feature on my charger which is limited to a 0.5 amp discharge rate. So I went ahead and flew the Avanti. The landing was bumpy, but ok. Geoff Lawrence was in a similar predicament with his EDF and went ahead and flew it - and had a "carrier style" landing, but no damage. If you fly electric long enough you will undoubtedly encounter a similar situation with one or more lipos needing to be discharged to a storage level.

A fellow competitor in the Senior Pattern Association had recently purchased an FD-200 lipo discharger and wrote about it on RCG. He likes it a lot! So, I went ahead and ordered one - you can find them at various sites on the internet; I used Amazon and had it the next day. The FD-200 is simple to use - one button to set the cell count and one to set the discharge current. It is limited to 200 watts, so a fully charged 6s battery will discharge at 8 amps. But that rate is 16 times higher than the 0.5 amp rate my charger will do. I was able to quickly put my batteries into storage mode. The discharger defaults to a 3.8 volt per cell level automatically. There is also an app, so you can follow it on your phone. You can also change the default settings by defining different discharge profiles if you want. But the default settings work fine.

This unit is a convenient and efficient addition for battery maintenance. The cost was \$84 including tax. If you find yourself needing a lipo discharger you might want to consider this unit. It is well built and works well.

Adding Some Graphics - Steve Warmath

Whether your aircraft is already decorated with scale livery or what looks like dressing from a drunk carnival vendor, you can add your own graphics to spiff it up a bit using an ink jet or laser printer. I use three different types of printer sheets. Office supply stores are a good source for what you may need. I use "Water Slide Decal Paper" (White or Clear) and vinyl label sticker paper (Clear). I typically coat all of my foam aircraft with Polycrylic semi-gloss from Minwax to protect the foam, applied paint and stickers which also provides a good base for adding your own decals and stickers.

The internet is a treasure trove full of all kinds of graphic images you can copy. A photo editing program will allow you to crop and resize graphics as needed for your project. I have used Paint Shop Pro 7 for years to do this kind of editing. Other programs you can use are Photoshop, Corel Draw, etc.

With water slide decals, after printing, you will need to spray on a clear coat before dunking in water. Cut out your graphic and soak it in warm water until it frees from the paper backing and apply. After the decal sets and dries, add a clear coat on top to protect it. Again, I use the Minwax for this so it blends in with the original protective coat. Vinyl sticker "labels" in clear are good for aircraft with film coatings like "Monocoat." I typically use these sheets to print out my aircraft information and attach them to the underside of the fuselage or a wing. Printing on the clear vinyl holds up pretty well without a protective clear coat.

Two recent projects I have done include a new FMS Cessna 182 and an FMS Beaver 2.0m. For some reason the red (burgundy) version of the Cessna does not have a "N" number registration on the tail like the blue one so I made two. I also added a classic "Cessna" logo to the nose which seemed kind of bare. On the Beaver, I added some corporate logos to the wing, nose, fuselage and tail to dress it up a bit.

So, give it a try and let your imagination dream up new uses for these printer papers. You could even plant a mug shot on your aircraft if so inclined.



SEFF 2026 - Steve Warmath

I attended my first **Southeastern Electric Flight Festival** on Friday April 24. The event took place at Hodges Field located just North of Americus, GA. It's a 2.5 hr. drive from Tallahassee. When I first arrived, I was amazed at the number of Rvs, trailers and pop up tents that were present. The main vendors present were FMS, Extreme Flight, Flex Innovations, Dubro and TGK Connectors. David and Frank manned the FMS tent. I picked up one of their nice aircraft stands at a discounted price. I walked the long line of tents observing the incredible array of different aircraft in all shapes and sizes. The noon time demos were really cool. Flex introduced their new 35cc RV-8 piloted by [Quique Somenzini](#). Our own **Sandy Jaffe** was there and did a demo flight with one of his amazing helicopters.

All morning, the sky was filled with airplanes buzzing around in what appeared to be orchestrated chaos. An announcement was made during the noon demo that 238 pilots had registered for the event and it was the largest attendance ever for the event. I think I may have to go again next year.



Club Meeting News - Jeff Owens

The April meeting was called to order at 7:00 PM by President Jay Wiggins on April 16, 2026 with 11 members present.

Member recognition - Ken Kushner for handling the garbage detail; Gordie for mowing.; Sandy Jaffe for weed eating; David and Deborah Coury for stocking the dry goods for the April Fun Fly; Steve Warmath for the event flyer(s); Jeff Owens for placing First in Expert at the Cullman Senior pattern association contest; Rhett Boudreaux and Ray Murtha for cooking at the March event; Ed Budzyna for providing donuts; Geoff Lawrence for training; Frank Bastos for donating a Maule for the training program; Mike Atkinson for running the parachute event at the March event; Marcy for handling the lunch money; Jeff Owens for the newsletter, minutes, and website.

Vice President's Report - Sam Varn - everything is being prepared for Saturday's April Fun Fly.

Treasurer's Report - Marcy Driscoll - the February financial report was approved as published. Taxes have been filed.

Secretary's Report - Jeff Owens - the minutes of the March meeting were approved as published.

Training Report - Steve Warmath - The next Tag event is May 9. The Civil Air Patrol has been contacted about having a TAG event. Trainer #2 has been retired and replaced by a Maule. Event publicity includes the Democrat, WCTV, and Facebook.

Safety Report - Mike Atkinson - no safety issues noted.

There were no items for old or new business.

The meeting was adjourned at 7:22 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.
