The Seminole Flyer

AMA Chartered Club 216, Founded in 1969

A Gold Leader Club for over ten years

In This Issue

Next Club Meeting

Thursday, August 21, 2025
The Wine House
1355 Market Street

Independence Day Fun Fly

Jeff Owens

This year's Independence Day Fun Fly was held on Saturday July 5, 2025. The weather gods cooperated with a beautiful day complete with blue skies and some scattered clouds. While the temps were a bit on the high side, that didn't deter those attending from having a good time. Sam Varn did a great job again coordinating the lunch preparations. Lunch started at 11:00 AM in order to avoid the heat later in the afternoon. Donnie Roberts from Troy, Alabama (a former SRCC member form the 1980s) had a fleet of scale helicopters that rivaled those of Sandy Jaffe - see some of the pictures below. As with our other events, flight training took place for those guests interested in giving RC a try. All-in-all it was another fun day for the members of SRCC and their guests.

Seeking shade and conversations!

Geoff doing some training

Donnie and Sandy's impressive scale heli's

Donnie's Sky Crane!

The Sky Crane in flight

Ray's new motor was being balky, but the crew got it going!

Lunch is served!

Fun for all ages!

Center of Gravity Part II, The Big Birds- Steve Warmath

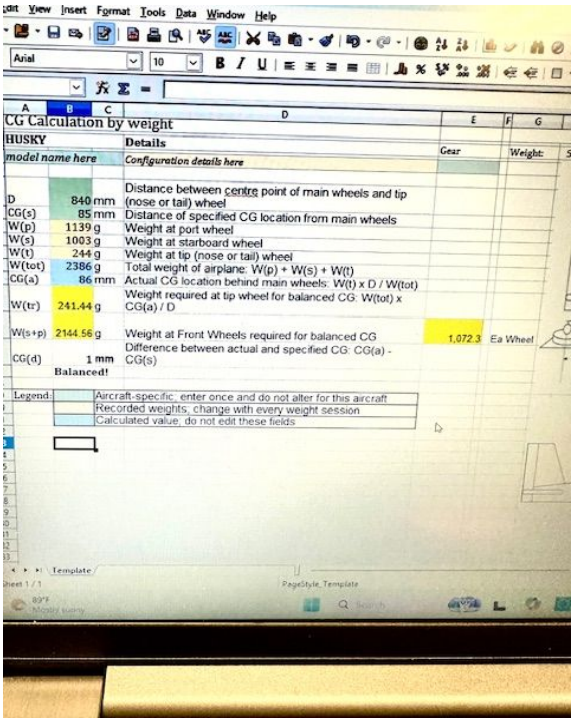
The previous article and video on C.G. and balance testing works fine for small to mid-size rc aircraft. Lifting the plane with your fingertips, no problem. When you move up to the "big birds" with some weight to them, things get a bit more difficult and probably less accurate. One solution is much like the way real aircraft are evaluated for weight and balance by using measurements and scales under the wheels to measure weight.
I discovered an Excel spreadsheet online that makes easy work of solving the problem for both tail-dragger and trike gear configurations. All you have to do is set up the model, take a couple of measurements, note the weights under each wheel, locate the specified CG location and plug in the numbers. The spreadsheet will tell you if the plane is balanced, nose or tail heavy. It will tell you what the weight on wheels needs to be for a balanced condition. The only real expense, if you don't have them, are the scales. I ordered (3) small kitchen scales from Amazon that can display grams as well as pounds and ounces for $10. each. These scales have a capacity of up to 11 lbs. each.

To demonstrate, I recently went through this process with my "Husky". The first thing I did was to draw a reference line on my bench for aligning the front wheels. I also made a light weight plum bob out of a fishing weight and wire for taking measurements. I typically use plastic round head pins to mark the desired CG on the bottom of the wings. In this case, I set it midway between the specified model CG range. I raised the plane's tail up to level flight condition for taking measurements using a small scissor lift. I hung the plum bob from the tail wheel and marked the location on my bench. Next, I hung it from the pin marking the CG location desired and marked its location on my bench. The two measurements you will need are total distance from main wheels to tail wheel and distance from main wheels to the desired CG location. Next, turn on each scale and place them under each wheel and enter the weights (grams) into the spreadsheet.
The spreadsheet will tell you if you are balanced or not. If not, it may be only a matter of moving components around such as a battery, fuel tank, electronics, etc. forward or backward to make it balance. Worse case is adding weight where necessary. After I got it balanced, I noted the proper location of my battery. Since the "Husky" is not too big to finger balance, I

checked the results and the plane was dead level, which is where it should be.

Ok. What about big float planes biplanes? I built a large scale KMP Beaver

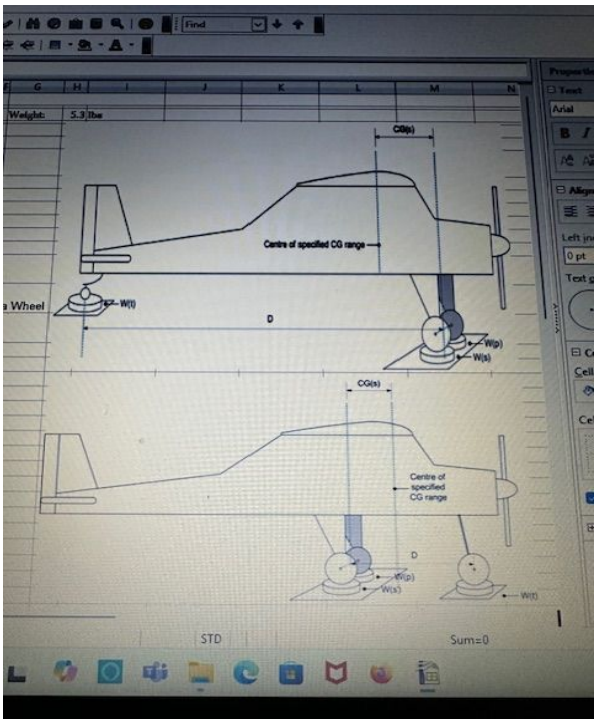
and



CG Calculation by weight

HUSKY		Details		Gear:	Weight:
model name here		Configuration details here			
D	840 mm	Distance between centre point of main wheels and tip (nose or tail) wheel			
CG(s)	85 mm	Distance of specified CG location from main wheels			
W(p)	1139 g	Weight at port wheel			
W(s)	1003 g	Weight at starboard wheel			
W(t)	244 g	Weight at tip (nose or tail) wheel			
W(tot)	2386 g	Total weight of airplane: W(p) + W(s) + W(t)			
CG(a)	86 mm	Actual CG location behind main wheels: W(t) x D / W(tot)			
W(tr)	241.44 g	Weight required at tip wheel for balanced CG: W(tot) x CG(a) / D			
W(s+p)	2144.56 g	Weight at Front Wheels required for balanced CG	1,072.3	Ea Wheel	
CG(d)	1 mm Balanced!	Difference between actual and specified CG: CG(a) - CG(s)			

Legend:	
	Aircraft-specific; enter once and do not alter for this aircraft
	Recorded weights; change with every weight session
	Calculated value; do not edit these fields



float plane back in 2006 and was faced with trying to figure out the actual CG location. I found an article online about the "hanging method" and put it in the Seminole Flyer (January 2006) newsletter. It worked amazingly well. Check it out.

The spreadsheet can be opened using the link : www.seminolerc.com/CG.xls

Be careful not to alter any of the formulas in the spreadsheet.

The following cartoons are from Steve Warmath.

Motors For Sale

Jeff Owens

I received the following email from club member Ernie Duarte.

Ernie Duarte here. A fellow modeler who belongs to the Top of the World RC Club asked me to pass along the following items that he has for sale in case anyone is interested;

Let me know if anyone in your club is interested in a brand new in box OS160 Gemini Twin or a Saito FA-170 R3 Radial engine. Tony +1 (845) 825-4181

Gordie's Scale Heli

(From Gordie's Facebook page)

I am back home after flying in the US Nationals, 14 hour drive.
I flew pretty much up to my level of practice and Brian Byrdsong just wore me out in AMA Expert. Congratulations to the new champ. I did manage to hold onto second place, was pleased that my flying improved as I went along, and did manage a round win.
I flew my big red Agusta Westland 109GN (now Leonardo) in sport scale and did manage to win the class, even though I really had only hovered the model before. If I were going to fly it in the NATS again. I would have an idle up with more cyclic in it. I just ran out of time. When hovering in a strong crosswind, I ran out of tail rotor so I need to figure out how to speed up the tail since I cannot use blades that are any longer.
Congrats to the flyers in all classes. We (I) had a great time. I am hoping for more participation next year since we will be back in our usual time, right before the IRCHA Jamboree. We moved to earlier this year since the World Championships in Romania are scheduled at the same time as IRCHA and the US Team would not have been able to participate in the NATS. Hopefully, that will not happen again with better coordination.
Congratulations to ARCCHS and CD Chris Goodin for an outstanding event.


OE-XSE
NATS
2025
National Champion


OE-XSE

Theo Titus

Jeff Owens

Longtime SRCC member Theo Titus passed away on July 6, 2025. His son, Russ, provided his obituary and details of a scheduled Celebration of Life.

Theodore Titus IV, 83, passed away July 6, 2025, following a brief illness. Born in Thomasville, Georgia, he was the son of Theodore and Camille Titus III. He graduated from Georgia Institute of Technology with a degree in electrical engineering and had a long career with Lanier Business Products before becoming a small business owner and a communications consultant. In his 20s, he served six years as an aircraft fuel systems specialist in the Air National Guard. An avid sailor, he was also a lifelong ham radio operator and model airplane enthusiast, and he leaves behind many friends in the Tallahassee Amateur Radio Society and the Seminole Radio Control Club.

Theo was preceded in death by his brother, Michael Titus, and his grandson, Jacob Titus. He is survived by four sisters: Camille Albert (Don), Margaret Titus, Gilda Williams, and Eleanor Titus; one brother, Owen Titus; three children: Tamara Titus (Lane), Everett Titus (Karsen), and Russell Titus; three grandchildren: Ashleigh Fryczynski (Fletcher), Logan Titus, and Lillian Titus; one step-grandchild, Peyton Price; and two great-grandchildren: Avalon and Rosaleigh Fryczynski.

The family would like to thank the staff of Tallahassee Memorial Hospital, Lakewood Ranch Medical Center, and Tidewell Hospice, as well as Dr. Frank Gredler of Tallahassee. In lieu of flowers, donations may be made to St. Jude Children's Research Hospital. A memorial service will be held in Tallahassee at a future date, and all are welcome to attend.

Celebration of Life for Theo Titus IV

A Celebration of Life for Theo will be held on Friday August 8th from Noon to 2pm at the North Florida Red Cross located at 1115 Easterwood Drive, Tallahassee, Florida 32311. Lunch will be provided and all are welcome.

Club Auction

Theo's son has donated all of Theo's RC planes and equipment to the club. He has requested that the proceeds of the auction of this equipment be donated to the club. Club members met on Sunday July 20, 2025 to move the equipment and planes to temporary storage locations. The auction will take place at the CMN Fun Fly in September. Details of the auction items will be announced at a later date.

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	Mike Atkinson (nexnbax1@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
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.