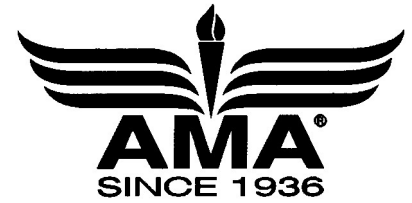


The Seminole Flyer



Charter member of the Academy
of Model Aeronautics since 1969

AMA Charter Club 216



50 Years of Responsible Model Aviation and Community Support

May 2019 Issue

The Heat Is On!



Summertime is here and things are starting to heat up. First is our annual Memorial Day weekend warbird event on Saturday, May 25 from 10 AM till dusk. We look forward to the fun and excitement of the first official event of the summer. There will be no landing fees. The event will feature food on the grill from 11:00 AM 'till 1:00 PM. Drawings and raffles will be announced. Members are welcome to bring items for an informal swap meet. As always,

10% of the proceeds go to the club is sponsoring the event.

This year's pylon racing competitors need to get revved up. There will be a practice pylon race from 1:00 PM until 1:30 PM to wring out equipment bugs and technique issues. The pylon race series became very popular last year and should even be more popular this year because we have selected standard rac-

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er specifications that allow the racers to be much more manageable. This year, the excitement will come from the competition. Last year, the excitement came from whether you could avoid a crash.

Remember, this is the last practice before the first official race. The first official race will be at 10:00 AM on Saturday, June 15. The race series extends through the summer and into the fall. Gentle men and women, charge your batteries.

Club Shirts

As most of you are aware, we are soliciting interest among club members to purchase new club shirts. President Wiggins sent out an email describing the shirts and asking for commitments to purchase. The minimum order for the club is 50 shirts. We must have payment up front.

The shirts will be identical to those we purchased a few years ago except they will be light gray. They are available in small, medium, large, XL, 2XL, 3XL and 4XL. Small through 2XL are \$24.00. 3XL and 4XL are \$26.50.

To secure a place in line to receive a shirt, send Bill Ashbaker your size and number of shirts with a check for payment to SRCC, 2509 Napoleon Bonaparte Drive, Tallahassee, FL 32308.

Time is short. You can send Bill an email and follow with a check. Or, give Bill cash or check at the Warbird Fly-In this Saturday.

You may pay with PayPal. To pay, log on to PayPal, click the *Send* tab and send to: SeminoleRadioControlClub@gmail.com. Use the ***Friends and Family*** option so the club will not be charged the PayPal fee.

If we do not make the 50 shirt minimum order, cash will be returned, checks will be destroyed or returned and PayPal will be refunded.



Club Meeting News

Bill Ashbaker for Jeff Owens, Secretary

The meeting was called to order at 7:00 PM on Thursday May 16, 2019 by President Jay Wiggins.

Member Recognition – Jay Wiggins

Bill Ashbaker for his ongoing work on documenting the history of the club;

Joe Satterwhite for installing electrical power in the container;

Randy Yarborough for handling the field refuse;

Gordie Meade for mowing the field weekly for seven years and nice aerial photography of our new field;

Jim Ogorek for taking lead on ordering club shirts and entering an event notice in the Tallahassee Democrat.

In turn, the members recognized Jay Wiggins for his time-consuming hard work with the county to make our new field a reality.

Vice-President's Report – Rhett Boudreaux announced the Memorial Day Weekend Warbird Fly-In to be held on Saturday, May 25th from 10:00 AM 'till dark. Pylon practice from 1:00 to 1:30 PM. Food available 11:00 AM 'till 1:00 PM.

Rhett will be unavailable. So, Jay will take the lead on this event and will need some help from volunteers.

Secretary's Report – Bill Ashbaker (for Jeff Owens) announced minutes of the April meeting were posted on the web and in the newsletter. The minutes were approved as posted.

Treasurer's Report – Bill Ashbaker gave the Treasurer's report. The report was approved. Bill is collecting money for club shirts. Bill must have money by the end of the Memorial Day Weekend event or shirts will not be ordered.

County Liaison's Report – Jay Wiggins presented pictures of the new field with initial fill-dirt in place. A construction road is in place and the Round-Up weed treatment is complete. Workers started the first of 200 truck-load deliveries of fill-dirt on Wednesday, May 15. New grass will be planted after site leveling. Club President Wiggins is doing an excellent job of keeping all club members up-to-date on work progress.

Training Report – Geoff Lawrence announced the two club trainers are ready to go. Geoff recently trained a young man, but he is from Madison and will probably not join the club.

Field Marshall Report – Gordie Meade mowed the field and it is in beautiful shape. The field needs weed-eating around the posts, etc. Volunteer appreciated. Also, Gordie would appreciate help moving the old wooden picnic table to the dump before our upcoming event.

Safety Report – Temperatures are rising. Jim Ogorek cautioned everyone to take drinking water to the field.

CAUTION: If a competitor loses control of an airplane during our pylon races, dump the airplane rather than risk it going into the spectators. The judges on the north end of the course will be protected by a soccer goal netting provided by the county.

Old Business – None

New Business – None

Show and Tell – None

The meeting was adjourned at 7:38 PM.

Seminole Radio Control Club History

Last month, I published Chapter One of our club history in the newsletter. Chapter One covered the first decade of our club . . . our beginnings. This month we will continue with Chapter Two, the second decade, of our club.

We plan to continue to publish our fifty years of history in five chapters, one decade per month. A special thanks to Jeff Owens and Ed Budzyna for their help this month. Enjoy. --- Bill Ashbaker

Chapter Two The Struggle 1980—1989

The 1980s were arguably the most difficult and at the same time the most extraordinary years in the history of the Seminole Radio Control Club. Members that carried our club through this decade were dedicated. Although divided philosophically, club members pulled together to overcome adversity.

Club president Jeff Owens, Vice President Allen Weir and Secretary-Treasurer Gary Gast entered the new decade with time allotted for the flying site at the eastern side of the landfill running out. The site was scheduled to close in 1985. Club members intensely looked for a new field. The club worked with Academy of Model Aeronautics (AMA) help to try to convince the county to put us on a closed portion of the landfill. Members made several presentations to the Leon County Commission, but to no avail.

John Hodnett took over club leadership in 1982 along with Max Burgess and John Cutrer. As club leaders worried over the approaching loss of the eastern landfill flying site, they wanted to prepare for the possibility of having to lease a privately-owned field. The first dues increase in the history of the club was enacted in 1983 to prepare financially. Dues were increased by \$3.00 bringing the annual dues to \$15.00. The club had 54 members. The club had no costs to speak of at that time. So, all the dues went to build the treasury.

Rick Sunderland became president in 1984 and the

flying site closure deadline was getting closer. Rick and the other club leaders, Ed Budzyna and Jeff Owens, decided there was more to be done to prepare. The club constitution was revised in 1984.

Annual dues were increased to \$30.00 to prepare for moving expenses. Club dues were due by each January meeting and there was a \$5.00 penalty for late dues. Plus, there was a \$5.00 initiation fee for new members. RC training was provided for a fee, \$10.00 for ten training flights.

Membership dropped to 34 after the dues increase due to disgruntled members, the cost increase and poor prospects for the future of the club.

In 1984, Jeff Owens and Rick Sunderland went to a county commission meeting to make a pitch to move elsewhere on top of the landfill. They had statistics and supporting documents from the AMA and from other clubs who flew on old landfills. Things didn't go well. During Jeff's presentation, Commissioner Gayle Nelson said something like, "Why don't you little rich boys take your toys, play somewhere else and leave the county alone?" That pretty much ended the discussion.

The eastern landfill flying site closed on October 31, 1985.

The club temporarily leased Lewis Ruttan's crop duster airstrip near Coonbottom, north of Havana

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near the Florida-Georgia state line for a couple of years. The situation was not ideal. Members also flew with clubs in Moultrie, Bainbridge and Thomasville. Some members joined these clubs in addition to our Seminole Radio Control Club.

In 1986, John Cutrer became president. John, along with Ed Budzyna as vice president and Jeff Owens as secretary-treasurer, led a club move to the Freeland Dairy Farm in eastern Leon County. The farm site had no shelter. Members frequently brought tents for cover from the summer sun and rain showers. Members with no tents retreated to hot, steamy cars during summer afternoon showers. Volunteers drove several miles from the site to dump trash.

Noise complaints from neighbors resulted in flying limited to weekends from 12 PM to 5 PM. Club members endured abusive threats over noise from one particularly obnoxious neighbor. Consequently, the club emphasized buying and installing good-quality mufflers. Aircraft noise was limited to a maximum sound level of 98 dB at 9 feet. As a result, flying restrictions were eased. Flying was permitted from 3 PM to 6 PM on weekdays and from 12 PM to dark on weekends.

Rick and Jeff toured the county looking for adequate sites and talked to some landowners. The club formed a new field search committee and talked to a number of land owners about leasing property. However, the perception that we were well off financially with expensive toys was a persistent stumbling block. One land owner wanted \$6,000 per year to lease property. He thought that would be about right - sort of like a green's fee for golf. Jeff pointed out that our treasury could not support that cost and they moved on. Membership dues brought in less than \$500 per year.

Jeff and Rick even surveyed the area from the air in 1987 with Jeff's Cessna Skylane. They saw the We-launee Plantation property and contacted the agent in charge. Nothing came of that. Now it is being used for the Canopy development. Finding anything affordable and suitable on private land was impossible.

The club was forced to move from the Freeland Dairy Farm near the end of 1989 due to continuing pressure from the neighbors. This resulted in a move to a Panther Creek sod farm field on Rt. 59. When they stripped up rolls of centipede grass, 2 feet wide bare patches were left between the rows of remaining centipede. Eventually these filled in, but it was exciting landing or taking-off while they were bare.

Flyers were desperate for anything better. Members came together and invested hard work on two fronts, one to improve the public image of the hobby and the other to overcome adverse politics.

On the political front, club members worked with the county to obtain a better site and contacted individual county commissioners to lobby for support. Eventually, members had a promising meeting with the Leon County Commission to find a permanent site. However, there was a hold placed on development of a new field on the western side of the landfill due to Environmental Protection Agency requirements.

To garner public awareness and support, the club formed a public relations committee emphasizing community outreach. Throughout the mid-1980s, members held open houses and participated in events such as Springtime Tallahassee, mall exhibits and displays at the fairgrounds. The club participated in the Springtime Tallahassee Balloon Rally and assisted with Tallahassee Municipal Airport airshows. The club held open house events for guests from the Civil Air Patrol, Boy Scouts, local TV stations, etc. Spokespersons, Sonny Branch and Allen Shefflett, extended club outreach to civic and business groups. However, as Tallahassee grew and major events became larger and more political, venues began ask us to pay for display space.

Despite having only an unimproved temporary site, the club was very active. The club held monthly soaring contests, annual fall fly-ins with participation by other area clubs and annual public airshows to garner support. This was the most active period in the history of the club. The extensive outreach and

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promotion resulted in substantial club growth. The club grew from 34 members in 1980 to 56 by 1983 to 90 by 1987 and a high point of 103 in 1989.

Normal club daily life continued along with all of these outside activities. Throughout the 1980s, the club met in the TalTran building on Appleyard Drive. On a humorous note, occasionally the meeting room would be unintentionally left locked. Rick Sunderland would have to be boosted up into the suspended ceiling and over the transom so he could let members in for the meeting.

Pam and Allen Sheflett opened a new hobby shop on Capital Circle across from the armory in 1983. It became the new favored place to buy equipment and supplies.

Model fuel continued to be purchased in 55 gallon drums and decanted into gallon cans.

Sailplane activities were popular at Quincy Municipal Airport.

Crashes were commonplace in the 1980s. Club leaders generously provided time to mentor newer club members. Jeff Owens continued to encourage pilot skill development through six levels of achievement:

Level 1 - show up with a plane;

Level 2 - successful flight with an instructor;

Level 3 - takeoff, demonstrate level 180 degree left and right turns, traffic pattern and land (on the runway);

Levels 4, 5, and 6 - the old AMA Class A, B, and C patterns used in the 1970s - later replaced by the Novice, Sportsman, and Advanced classes.

Models had to be built from kits or from scratch. So, Rick Sunderland held a series of building classes.

Technology was still challenging in the 1980s. A common piloting mistake was to forget to extend the transmitter antenna. Radio frequency interference was another issue. Transmitters and receivers still depended on using matching crystals to control fre-

quency. Transmitters were impounded upon entering the field to avoid accidentally turning on a transmitter with a frequency that was being used by someone else. This would guarantee to crash another member's airplane. When another member using the same frequency completed his flight, he would surrender a frequency pin to be clipped on the antenna of the next person's radio and put his transmitter into the impound.

However, technology continued to advance. The first computer radios began to appear. Characteristics of several models could be stored in the transmitter's memory eliminating the need to reset trim and rate settings each time a new model was flown.

A notable key point in the club history occurred in November 1982. Desktop computers began to be available and Rick Sunderland wrote and published the first club newsletter. Ironically enough, the newsletter was named *THE NEWS?LETTER*.

In this time period, the newsletter was generated on a dot matrix printer and taken to a copy shop to generate roughly 50 copies for distribution to the club members. The newsletter was distributed by mail. Publishing and mailing the newsletter was one of the more significant costs for the club after 1982. However, the newsletter informed members of club meeting discussions and decisions. Members who could not attend meetings felt it was well worth the cost. In retrospect, we recognize that *THE NEWS?LETTER* was the first official historical record of club activities and decisions.

Jeff Owens took over as newsletter editor in 1986 and renamed the newsletter *The Sky Writer*. He was followed by Marty Prinzi, then Dave Sellers.

Club ID cards were issued for the first time in 1987.

Helicopter fever struck the club in the late 1980s. Helicopters became popular at the field due to emerging availability of good quality helicopter kits

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at reasonable cost. Popularity grew among pattern flyers who discovered that helicopter control technique helped them learn better rudder control skills for their airplanes. Gordie Meade authored a monthly helicopter article for the club newsletter called *Rotor Rooters* starting in 1989.

Member unrest that surfaced in the 1970s continued throughout the 1980s. The tension resulted from two issues, money and rules. One group of members wanted unregulated freedom to fly how they wanted and when they wanted at little or no cost. Their motto was, "Let us alone." The other group wanted to develop a club that would be respected by the county and looked forward to the promise of getting a good, permanent flying field on county-owned land. Of course, this meant liability insurance through AMA membership and abiding by AMA rules.

Sonny Branch was elected club president in 1989 with Charlie Cox as vice president and Phong Nguyen as secretary-treasurer. There were well over \$6,000 in the club treasury and 103 club members when he took over and. Sonny did not support raising money to improve a potential new site on government land. He and several members felt that county-owned land was public and they paid taxes, the club did not need to pay for anything.

The end of the 1980s marked the end of the first twenty years of the Seminole Radio Control Club. It also marked the end of a decade of member dedication to our hobby, hard work to find and maintain flying sites and discord among the members. It also offered hope that there was something better on the horizon.

Seminole Radio Control Club History



1979: Members building a shelter for the SRCC field on the east side of the landfill.



1979: New SRCC field on the east side of the landfill. The county put in a paved runway. Notice the rough turf.



1980: Jeff Owens with his first Deception at the SRCC field on the east side of the landfill. Notice the rough turf.



1982: Rick Sunderland and the SRCC display at Springtime Tallahassee Balloon Rally, Falls Chase.



1982: Next day demonstration for Springtime Tallahassee attendees at the SRCC field on the east side of the landfill.

Seminole Radio Control Club History



1985: Last fly-in at the SRCC field on the east side of the landfill.



1986: Ed Budzyna and son at the temporary Freeland Dairy Farm field. Notice the rough turf runway.



1986: Ed Budzyna and the SRCC display at Springtime Tallahassee Balloon Rally, Falls Chase.



1986: SRCC display at a TLH airshow.

Seminole Radio Control Club

Tallahassee, Florida

Officers

President	Jay Wiggins moonangelb@gmail.com
Vice President	Rhett Boudreaux geobatch@aol.com
Secretary	Jeff Owens jfolso@comcast.net
Treasurer	Bill Ashbaker bill.ashbaker@comcast.net
Field Safety Officer	Jim Ogorek jim.ogorek@yahoo.com
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Training Coordinator	Geoff Lawrence k4nkc@comcast.net

Media Managers

Web Master	Jeff Owens jfolso@comcast.net
Newsletter Editor & Publisher	Bill Ashbaker bill.ashbaker@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
Bill Ashbaker 850-656-5932

Jim Ogorek 850-766-2477
Mike Atkinson (Tuesday Only) 850-251-2694
Troy Emmett (Large Aircraft) 770-546-6199

Field Hours

Electrics/Sailplanes	30 minutes before sunrise until 30 minutes after sunset 7 days/week
Gassers/Nitros	10:00 AM until 30 minutes after sunset except Sunday. Sunday gasser/nitro flying begins at 12:00 PM. All gassers and nitros must have a suitable muffler.

The Seminole Flyer is a publication of the Seminole Radio Control Club of Tallahassee, Florida. We welcome and encourage items for publishing in *The Seminole Flyer*. Please submit your suggestions to SeminoleRadioControlClub@gmail.com in Word format. Thank You.

www.seminolerc.com