
The Seminole Flyer



AMA Chartered Club 216, Founded in 1969



A Gold Leader Club for over ten years

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Thursday, June 19, 2025
The Wine House
1355 Market Street

Memorial Day Fun Fly

Jeff Owens

This year's Memorial Day Fun Fly was held on Saturday May 24. The day dawned with a clear blue sky and moderate temperatures, although that would change later in the day. A varied fleet of models decorated the pit area and fliers took advantage of the excellent flying conditions. Sam Varn oversaw the preparations for the lunch and did another fine job. Raffle prizes were in evidence in the pit area and were destined to make a number of club members happy. Most were training or sport planes, so we should soon see some new pilots gracing our skies. Lunch was from 11:30 to 1:00 with the raffle held after that. Training was in progress most of the morning, led by Jim Ogorek and Geoff Lawrence. In short, a fine time was had by all as can be seen in the pictures below. The club had another in a long line of successful events.



Ray Murtha's Fokker DVII - Balsa USA kit



Ray's plans-built Sommer's Monoplane



Dennis McCurdy's air force



Friedrich Mursch had his jets out in force



Ready for another flight



Sam Varn setting up for lunch



Geoff and Jim training student pilots



Raffle prizes galore



Another shot of Ray's models



Ed Budzyna readying his Cessna 170

Center of Gravity (CG) -Steve Warmath

I flew free flight models (rubber powered and gliders) when I was very young and just getting into the hobby. I use the word “flying” as more wishful thinking than actual flying. I could build planes pretty well at the time. Remember the balsa gliders and rubber powered planes you could buy at the local hobby shop where you have to slide the main wing into the fuselage? The slot cutout for the wing was always larger than the wing width. Not really sure why at the time. Maybe I should have paid more attention to the instructions.

Then comes the big question. Will it fly? That question is generally answered pretty quickly. Aside from dragging the wing down the street (ground launch) due to torque of the propeller, it would either pitch up steeply or nose dive into the pavement. I later learned there was a reason for the slot in the fuselage to be so wide. It boils down to a question of balance. Moving the wing forward or backward in the slot had a lot to do with how it would fly. The correct relationship between an airplane's center of lift (wing) and center of gravity (airplane) is directly related to how an airplane flies. Getting it wrong can be detrimental to your plane and your ego.



Where you locate your center of gravity in relationship to the center of lift will determine if you end up with a very stable and predictable flying airplane or one that is barely controllable or worse. This month's Ground School lesson is about Center of Gravity, what it means and how to get it right before you go flying and then testing it in the air. The YouTube link below is to a video by **Steffenrc** that gives a simple explanation and demonstration of Center of Gravity and how to get it right. Happy Flying.

www.youtube.com/watch?v=kQVYbMq_3-M

Editor's note: As noted in the video whose link is given above, the FMS Cessna 182 has a rather broad range of allowable CG locations. The same is true of the full size 182. There is a loading graph that shows the allowable weight range and CG location that should be checked before each flight. I keep a spreadsheet on my iPad that I can check as I load passengers, fuel, and baggage. Just as with an RC model, the full size 182 is noticeably more sensitive to elevator input when the CG is near the allowable rear limit. Also, when the CG is near the forward limit care must be taken on landing to ensure that the main wheels touch down first followed by the nose wheel in order to avoid damaging the firewall where the nose wheel strut is attached - just like with our models.

Club Meeting News - Jeff Owens

The May meeting was called to order by President Jay Wiggins at 7:00 PM on Thursday May 15, 2025 with 11 members present.

Member Recognition - Ken Kushner for handling the garbage detail; Gordie Meade for mowing; Sandy Jaffe for weed trimming; Jim Ogorek for publicity and photos; Jeff Owens for the newsletter, photos, website, and meeting minutes; Marcy Driscoll for treasurer duties; Jay Wiggins for the TV to be used with the flight simulator.

Vice-President: Sam Varn - everything is ready for the Memorial Day Fun Fly.

Treasurer: the March report was approved as published in the newsletter.

Secretary: Jeff Owens - the minutes of the April meeting were approved as published.

Training and Safety: Mike Atkinson - no safety issues. Steve Warmath is the new TAG event coordinator. He hopes to have a total of four events for the year.

Field Report: Gordie - the mower is working well, but does have a slow leak in the right front tire - will get Bernie to fix it.

Old Business - none.

New business - none.

The meeting was adjourned at 7:26 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	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.
