



Prop Wash

Web site: www.nfmi.org

Volume 14, Issue 4

April, 2007

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Annual O.J. Stillman Memorial Pattern Contest May 5 & 6 at Fritz Field



From the Prez... By Tommy Wilson

Our next club meeting on April 3 2007 will be a very special meeting; at that time we will be honoring several of our club members. If you only attend one or two meetings per year, then, I would suggest that you make it a point to attend this meeting. We are going to be taking several group photos and hopefully have them published in the AMA magazine. The Executive Council met on March 19, 2007 to discuss changes in the club constitution. All officers were present at this meeting. The changes will be presented to the club for its review and consideration.

Fly Safe Fly Smart

Tommy Wilson

Calendar of Events
CHECK OUT OUR WEB SITE FOR CURRENT INFORMATION at www.nfmi.org

May 5&6— 32nd Annual O.J. Stillman memorial Pattern Contest, Fritz Field.

June 9&10—2nd Annual Pensacola IMAC Challenge, Fritz Field.

What Really Happened?

by Jim Rice, District VIII Vice President and former Safety Coordinator

Safety is mostly about crashes and avoiding them or ensuring they occur in safe places. There is a lot more about safety but for this safety note, I want to talk about crashes.

When it comes to safety, it is always you first and your airplane is a long way back in second. Try your best to save the airplane and keep it in a safe area but put it in the ground, trees, or water before you endanger someone—including yourself—or someone's property.

As I have said before, there are roughly 1,000 things that can kill an airplane and I have 750 covered, but that doesn't mean that I am rolling over and letting it happen to me. Every time I crash or am present when a crash occurs, I try to do a thorough accident investigation (post mortem if you will) to find out what happened so I (we) can avoid recurrence.

I would say in my experience and observation, well more than 70% of all RC aircraft crashes are caused by the pilot, not the airplane or the radio failing. On the other hand, less than 50% of the crashes are acknowledged to be dumb thumbs (careful



Safety — By buddy Bradley

Safety is defined as ;security; a quality or comfort in regard to personal injury or property damage. I am getting reports that many flyers are loosing this secure feeling because of flight line issues at Fritz Field. We are going to have to get this resolved. One AMA Official referred to this type of internal problem by comparing it to a rust spot on your car. If left un-repaired it will eventually destroy your whole car. We have too much time and money in this field to let this happen. Our club has provisions in our constitution to address such offenses. If it does not stop, you can file a formal complaint and steps will be taken to correct the problem.

Thanks
Buddy



Instructor's Corner — By Albert Burton, Instructor Coordinator

What Trainer should I Buy? Part2

Last month input turned out to be a long introductory to what should have been ultimately a list of trainers for beginning students. The below list of trainers in no way endorse a particular model. The list is not all inclusive of every trainer available on the market. I personally did not know there were so many trainers to choose from. From the list, how many can you personally attest to from all the years of flying?

The most widely advertised Remote control model airplane trainers are listed below. These are the ones I came across the most as I looked at multiple websites, and magazines.

1. Goldberg Eagle 2, Kit
2. Goldberg Tiger 2, kit
3. Goldberg Tiger 60 ARF/Kit (Low wing)
4. Goldberg Falcon 56 MK II, kit
5. Goldberg Protégé 60 Trainer, kit
6. Goldberg Skylane 62, ARF
7. Goldberg Eaglet 50, kit
8. Great Planes PT-40 & 60, kit
9. Great Planes J-3 Cub 40, kit
10. Hangar 9 Alpha 40, RTF
11. Hangar 9 J-3 Cub, ARF
12. Hangar 9 P-51 PTS, ARF
13. Hobbico Avistar select 40, RTF
14. Hobbico Hobbistar 60 Select, RTF/ARF
15. Hobbico NexSTAR 46, RTF/ARF
16. Hobby People RCM Trainer 40, ARF
17. Hobby Lobby Telemaster 40, kit
18. Hobbystar 60, ARF
19. Lanier Explorer 40, ARF
20. Midwest Aero-star 40 kit
21. Sig Kadet Jr, kit
22. Sig Kadet Senior, ARF

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investigation shows that 43.2% of all statistics are made up ... LOL).

The first thing you have to do in your investigation is determine if it was you or not. You don't have to tell me or anyone else the truth but if you want to stop the next crash, be honest with yourself about this one. You can tell me you don't know what happened when you know you pulled when you should have pushed.

I may know the truth but I am not the one who has to stop your next crash—you are! So if you are the culprit, relive the incident and determine what exactly was going on and what you did to get into trouble or to make trouble worse. Once you figure out what you did, get on a simulator and try to recreate the same scenario and do it until you survive repeatedly. If you don't have a simulator, find a friend with one or go to the field and get to a safe altitude then go higher before you try to recreate.

Now if you have been honest and it really wasn't you, then gather all of the pieces you can and see what or who the real culprit is. You will want to inspect glue joints, wires, and connectors, switches, batteries, receivers etc.

If you can put it all together at the field and try it, other people will help you troubleshoot and think through it and it will be fresh on your mind. Careful, it might be too fresh (that is why I don't wear a neck strap with my radio. When I get mad I can't throw it as far ... LOL).

The last crash I helped investigate was a result of a previous crash that had not been completely repaired. In flight, the wing suffered a failure at an old fracture that had not been noticed or repaired. If anything was observed departing the aircraft before the crash, try to figure out what it was and locate it if you can. It may well be the cause and it would be good to inspect it to discover the reason for its failure.

Stay on the case until you know what happened or you just can't explain it. If you figure out what caused it, your number of covered items may go above my 750. If you share the information, everyone's number of covered items will improve. Fly safely and have fun!

Aeromodeling Newcomers Take Note!

At the AMA Convention in Ontario, California, January 12-14, AMA introduced its new *R/C Model Aircraft Quick-Start Guide*. Written by MA Technical Editor Bob Aberle, the guide takes the reader from the moment the model box is opened up through that first flight.

In step-by-step detail Bob describes an RC model, the radio-control system, the power system, and all the necessary safety aspects of our hobby, including frequency control and interference concerns. Then he gets the beginner out to the flying field and into the air.

The guide is easy to follow and answers all the questions most new modelers have. Focusing primarily on entry-level electric-powered models, the guide uses the Hitec/Multiplex EasyStar as the example.

The entire guide, which includes more than 60 integrated photographs, is available on CD. A bookmarked table of contents helps guide viewers through the text, and active hyperlinks will take you directly to referenced Web sites if your computer has Internet capability.

The guide is ideal for use as a handout at "try RC days," mall shows, and flying demonstrations. Clubs can request a CD by calling AMA Headquarters at (765) 287-1256, ext. 212. Check out the AMA Web site for updates on availability and other resource options at www.modelaircraft.org.

AMA's *R/C Model Aircraft Quick-Start Guide* is another of the many new initiatives AMA will be introducing in the coming year to introduce the nonmodeling public to model aviation and ensure that those who decide to enter our hobby have the best chance at success. **MA**

—Dave Mathewson
AMA District II Vice President

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23. Sig LT-40 ARF/Kit
24. Tower Hobbies TOWER Trainer 40 & 60, RTF
25. Thunder Tiger Trainer 42, ARF

I must not forget about the electric remote control airplanes on the market. So, here are a few readily available:

1. Bobbico Electristar Select, RTF 63" wingspan
2. Cox EP 380,
3. Hobby Lobby Telemaster Electro 73" wingspan
4. Hobbico SuperStar MKII Select EP, RTF
5. Great Planes Basic light Trainer Park Flyer 42", Kit
6. Great planes Tutor Park Flyer Trainer 44.75", kit
7. Thunder Tiger Tiger Trainer OBL 69.5" wingspan

Now the hard part, which one is right for you? All I can suggest is pick a few that you like esthetically and talk to other flyers that know the assembly process and have personal knowledge of the plane. Hopefully this list will help you select a trainer that you will enjoy for many years to come. Mine lasted 12 years!

Blue Skyies,

Al Burton