



# Prop Wash

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## 2007 Pensacola IMAC Challenge contest is June 9th & 10th!



**From the Prez, By Tommy Wilson**

I am happy to report that the Pattern Contest was a huge success even in light of the fact that the turnout was small. The Club made over \$500.00. The next contest for the Club will be the IMAC contest being held June 9-10. I would love for all of you to come out and support your Club by joining us this weekend not only for a great flying competition but to purchase hamburgers, hotdogs and some good old fashion Memphis BBQ.

For those of you who have not been out to the field recently, we have a new lock and chain on the gate. Hopefully the new security measures will help resolve the issue of so many locks coming up missing.

I would like to commend all of you who are smokers and who are using the cigarette butt cans – keep up the good work – this helps us to maintain a clean field and I appreciate the effort being put forth by everyone.

Just a reminder, under normal circumstances there is no camping or overnight stays allowed at Frits Field. The only way a club member or anyone else can stay overnight at Frits Field is by special permission from the President.

Hurricane season has officially begun and I hope everyone is ready.

One last reminder, there is a first aid kit and fire extinguisher in the storage room at Frits Field.

Look forward to seeing all of you this weekend at the IMAC contest, in the meantime, everyone Fly Safe Fly Smart.

Tommy Wilson

**Calendar of Events**  
CHECK OUT OUR WEB  
SITE FOR CURRENT  
INFORMATION at  
[www.nfmi.org](http://www.nfmi.org)

**June 9&10- IMAC Challenge, Frits Field.**



*From the Safety Officer, Buddy Bradley...*

It is hot! Don't forget to bring plenty of water with you to the flying field! The high temps can get to you quickly, and can really cause problems. Remember, a good rule of thumb is that you should have to go to the bathroom several times a day. If not, you are not drinking enough fluids. There are several service stations close to our flying fields. Make a quick stop on the way and pick up something to drink.



*Instructor's Corner, by Albert Burton...*

Should I Say Something?

**My how time flies. It is that time again and I find myself looking through flying magazines to brainstorm a topic to write about. For some reason, when I flip through the pages glancing at many different topics, I always find something that I can personally write about. And this month is no different. I found a sensitive topic to share with you from an Introductory Pilot Instructor's point of view.**

On more than one occasion while taking a break from teaching a student a particular phase of training, an experienced pilot comes up to us and in a very short time will add their point of view. That's ok with me if the input is in line with what I'm trying to explain. But, some times the input is totally out of whack. I recall a situation when I was explaining how to make turns while the plane is fly directly at you. The experienced pilot jumped into the conversation saying there were better trainers out there than the one I had. The student looked at me with a puzzled stair. I immediately informed the individual that the one I was using would work just fine until the landing phase and at that time the student and I would talk about all the different trainers on the market. I also explained that some students don't even want to own a trainer after their solo flight. Some are so good that their mind is not on a trainer; it's on a more advanced plane.

Here's another one for you. Again an experienced pilot stood by my student and me for a few minutes and from out of nowhere came, "you shouldn't even bother with a 40 size airplane. What you need is a big bird. You can see it better and it flies better." The student didn't know what to say or do. I didn't say anything; I just looked at the individual. I stated that may be true but some new flyers don't have the funds to even purchase a 40-size airplane. I thought that would have ended the conversation. But, it didn't. I had a choice of being rude or just let the individual finish without saying a word. I chose the latter. Shortly after, the student and I were alone again, and then my student started asking a bunch of questions related to trainers and good second airplanes to own.

I wasn't quite ready for this kind of conversation. I knew I had to furnish some kind of answer or the student couldn't move on with our training session. I gave a short answer and promised to go into more detail after we completed flying for the day. He was ok with that and we proceeded on with training.

The main point I want to convey is that all the Introductory Pilot Instructors have their hands full with keeping their students focused on a particular phase of training. When someone comes along and change the subject to a non-related topic, it's like throwing a wrench into a fine piece of machinery. So, at the least, be positive about what you say and keep the topic relevant to the phase of training the student is working on. Don't try to impress the student with your knowledge. All it does is lead to more questions and it overloads them with information. Look at it this way. I was taught a long time ago, when a person

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ask the question on their own, then they are ready for the information. They want an answer, not ten years of flying experience in two minutes. On a positive note, I only had three experienced flyers over the last two years try to impress my students with information way over the students' head. The majority of experienced flyers are great when dealing with my students during a break in flying. And I appreciate them for giving support and sharing their specific experience to enforce a particular flying technique.

Wow, I already have a part two; I'll cover it next month. It would be nice to share some of the other instructor's stories about their experiences as a Northwest Florida Modelers Inc., Introductory Pilot Instructor experience in dealing with experienced flyers joining in the instructor/student conversations!

Blue Skies,

Al Burton

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**After 31 years of serving the Pensacola area's R/C modeling needs, Radio South is closing its hobby shop doors and moving to Brunswick, Georgia.**

It has been our pleasure to be associated with the great members of NFMI and fly with most all of you. You can bet that I will miss each and every one of you! Ben Pham will still be working for me, servicing R/C equipment, but it will be done out of his home office. You will be able to contact him for an appointment to have him service your equipment. That contact number will be on our website at [www.radiosouthrc.com](http://www.radiosouthrc.com). You will also be able to ship equipment to me as I will also be doing R/C equipment service in Brunswick, so we are actually expanding our business. Our 800 number will still be the same, so you can call me anytime! With our continuing increase in our radio repair work, operating a hobby shop is just too time consuming, so we have elected to focus on the radio repair part of our business. Our last day of hobby shop operation will be Friday, June 15th. We will be moving the next week.

Ed Burie is purchasing my inventory and will be opening a new hobby shop in Cordova Square in the very near future. He has about 4,000 sq. ft. of showroom, so it should be a very nice store. Ed flies Giant Scale IMAC aerobatics for the most part, but also has some indoor and electric models as well. I expect that he will be adding IMAC-type inventory to what I carried at Radio South.

I have most of my family in the Pensacola area, so I will be back visiting quite a lot. Don't be surprised to see me at the flying field!

Sincerely,  
Tony Stillman