



Prop Wash

Web site: www.nfmi.org

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Swap Meet huge success, thanks to Rich Herrmann!



From the Prez... By Tommy Wilson

Here it is February the 27th and I have yet to start the newsletter. The weather has been too nice for staying inside, but rather than go to the field today and fly my new airplane I will attempt to stay here and complete this newsletter. Considering this month is February, it has been very busy and there is plenty to write about. So here we go, kicking off the month was the swap meet which was very successful. I have not heard exactly how much the club made, but I am sure Rich will fill us in at our next regular meeting. Everyone in the club needs to give Rich Herman a round of applause. And let's not forget his wife and daughter, who did most of the work. The club is very fortunate to have Rich Herman as one of its members. We had a really good turnout for the work party to put the electrical conduit in at Fritz Field. After all the work was done, I fired up the old barbecue grill and supplied every body with hamburgers, hot dogs and cold drinks. Not to mention all the terrific flying that afternoon. I would like to thank everybody that came and helped, especially two of our new members, Duke Palma and Bill Scott. They have really gone out of their way in supporting the club. I hope that their enthusiasm and dedication does not evaporate. We all could learn from these two guys, as well as others in our club. The first of March, I will be installing two ceiling fans which the club has already purchased. This will make our site much nicer and more comfortable for those hot summer days. It is still not too late to attend the ugly stick classes. The first class was February 20th and there were 15 club members in attendance. The second class was on February 27th at my home. The third class will be on March 13 at 6:30 at Ray Fritz's home. This class will be on foam cutting. If you need information, you can call me at 261-2421 or e-mail me. We had to replace the lock on the gate at Fritz Field. Last week, someone borrowed it and forgot to bring it back. While this is not a big problem, we do loose three or four per year. If everyone would remember to re-lock the lock after you open the gate, it would be hard for people to borrow the lock. St. Patrick's Day is Saturday, March the 17th and this would be a great time for everyone to break out their winter projects and show them off at Fritz Field. I know several club members, including yours truly, who have almost

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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.



Safety — By buddy Bradley

Nothing submitted by press time



Instructor's Corner — By Albert Burton, Instructor Coordinator

What Trainer should I buy?

The day I stood behind a fence looking at a remote control model airplane zipping by, my only thought was which one do I like best. Little did I know, you have to crawl before you walk when it comes to flying remote control airplanes. As I stood there and watched for hours, one of the flyers came over to me and made a comment. He simply said, “I know you are interested because you have been here for a long time.” Then he offered to let me fly a trainer that was sitting off to the side away from the main group of planes. I don’t recall using a buddy box but I’m sure one was used. I do remember the plane having a big wingspan with a small engine. I also remember once in the air the plane practically flew itself. When I released the controls, the plane simply straightened up on its own. At the time, it all seemed so easy. I was hooked!

The man who introduced me to my first flight gave me a phone number and said the club would assign an instructor and I could start my lessons by next Saturday. On the following Saturday, I was paired up with a retired military man and my training began. As I progressed thru training, I was told to build my own trainer. I needed to choose a kit and build it myself. The trainer would be used in my advanced training lessons. The advanced training involved take-offs and landing.

Every day I pondered as to what would be the best trainer for me. I didn’t have enough experience to make an educated choice so I started asking other club members at the field. Oh boy, that was a mistake. As members gathered around to join in the argument, I quietly slipped away not any better off than prior to asking the question. I finally picked a Carl Goldberg Eagle 2 simply because it was one of 4 planes listed in the Hobby Shack (now Hobby People) flyer. I can clearly recall the building process. It was frustrating. When I brought my newly assembled fuselage to my instructor for inspection, he immediately noticed the engine mount was installed wrong. I remember being impressed by this, because I couldn’t see the mistake even after it was pointed out to me. He proceeded to explain engine thrust and its affect on a model. Then he asked me if I could see why the engine mount was installed wrong. Now, I could see that the motor mount was pointing a little bit off center to the left not the right. I now was introduced to a debond liquid. After correcting my engine mount mistake, I had to learn how to cover my plane from verbal instructions. I was told I would do a good job after I covered 4-5 models. My first covering job was wrinkled and wouldn’t stick in some places. Three club members made a bet that my plane wouldn’t survive a full 15 flight. At

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finished or completed winter projects. Who knows I might even crank up the old barbecue grill. Sounds like a plan to me.

Fly Safe Fly Smart

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that point my instructor defended me with a vengeance and chased the hecklers away. That made me feel good to see him take up for me in such a way. Well, the plane did survive that first flight. In fact, it lasted 12 years but, of course, I had to recover it. I estimate I covered some 20 planes over the 14 years of flying. Each plane I build, I truly tried to improve the final result. For those who attended the December club meeting, you saw my latest project; a scratch-built Aeroflash 60. I must say it is my all-time best! I have to acknowledge Bill Wright, Dick Crispin and Jerry Kuntz. Their knowledge about the Aeroflash history, building techniques and plain experience was invaluable.

The above write-up was meant as an introduction for a list of trainers. But, the introduction is too long and I am out of time and space. Now you have something to look forward to; a list of trainers to select from. But, you have to wait until next month.

Blue Skies

Al Burton