



Prop Wash

Web site: www.nfmi.org

Volume 13, Issue 9

September, 2006

Inside this issue:

Safety column	Pg. 2
Instructor's corner	Pg 2

Annual "Block Party" for residents around Fritz Field on September 9th. Lots of food and great flying demos by guest pilots!



From The Prez.... By Bob Yearty

Well it's coming faster than you think...OPEN HOUSE AT FRITZ... September 9.

We are planning on a big event with invitations to most of the neighborhood homes in the general vicinity of the field. Schools in the area have already been notified and many have indicated excitement about the day and pledged their support.

We will need your help. We need you there to help host our guests. By interacting one-on-one, we will be able to promote the hobby and promote our status in the community. Both are lofty goals. We hope to introduce ourselves to many people through buddy-box flights and by various demonstrations. That includes all aspects of what we do. Even if you are there with a craft for static display, you will be helping to make Open House a success. Join us.

Did you ever wonder what sub trim does on your computer radio? I did, so I've invited Tony to give us some instruction about programming those transmitters we have that are smarter than we are! (In my case that doesn't take a very sophisticated device!) Come to the September club meeting (5SEPT) and learn about what you need to do to setup many of those special functions you might want to use but haven't yet figured out exactly how your manual meant for you to do it.

Bill Scott got me started on a quest that took me in a direction that I wasn't expecting but is very important to us all. While I was helping him search for a plane that crashed into the woods (mechanical failure), I actually drove over to the new housing area under construction west of the field, (more about that later). While over there I met several workers that said they had seen a few different crafts crash in the area. They were very helpful, pointing out the general crash area and were very inquisitive about our hobby and our aircrafts. The undergrowth is too thick to recover anything right now, but that is not what I wanted to point out.

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

9 SEPT – Open House – Director, Tommy Wilson

19-29 OCT – Pensacola Interstate Fair. Gordon Dey to pass off to someone once he gets info for this year.

24-26 NOV - Turbine Jet Fly-In at Holley Field

2 DEC – Toys for Tots. Need Director

1 JAN – New Year Event. Need Director. Place TBD

(Continued on page 3)



Safety First — by Buddy Bradley, Safety Officer

from the National Weather Service Web site *Lightning safety outside*

Each year, roughly 400 children and adults in the United States are struck by lightning while working outside, at sports events, on the beach, mountain climbing, mowing the lawn, or during other outdoor activities. About 67 people are killed and several hundred more are left to cope with permanent disabilities. Many of these tragedies can be avoided. Finishing the game, getting a tan, or completing a work shift isn't worth death or crippling injury.

The threat of lightning

- All thunderstorms produce lightning and are dangerous. Lightning kills more people each year than tornadoes.
- Lightning often strikes as far as 10 miles away from any rainfall. Many deaths from lightning occur ahead of the storm because people try and wait to the last minute before seeking shelter.
- You are in danger from lightning if you can hear thunder. If you can hear thunder, lightning is close enough that it could strike your location at any moment.
- Lightning injuries can lead to permanent disabilities or death. On average, 10% of strike victims die; 70% of survivors suffer serious long-term effects.



Instructor's Corner — By Albert Burton, Instructor Coordinator

The push is on! Did you happen to see the AMA ad about promoting new pilots in the Model Aviation Magazine? Well, if not, it's on page 108 August 2006 issue.

Now that I'm the official club's "Instructor Coordinator", I'll try my best to have an input each month in the Propwash. First off, I'd like to inform everyone about the structure of my position and how it pertains to the other introductory pilot instructors. My job is simply to over-see all aspects of training new comers and providing all the AMA Introductory Pilot Instructors with the best material available to accomplish this task (ex. maintaining the training manual). To do this, communication is essential among all instructors. And that brings me to the club's Board of Directors, club instructors, club members, and those new pilots under instruction.

The following individuals are official AMA Introductory Pilot Instructors for our club.

1. Navarro Jackson- Fritz Field
2. Tommy Wilson- Fritz Field
3. R.C. Miller- Fritz Field
4. Bob Yearty- Fritz Field
5. Al Burton- Spencer Field
6. David Schoeller- Spencer Field
7. James Hartley- Spencer Field
8. Larry Abraham- Spencer Field

The above listed personnel and their students are covered under AMA insurance while under instruction as a student pilot for 60 days while flying at an official recognized flying site.

The Head Instructor for Fritz Flying Field is: Navarro Jackson

The Head Instructor for Spencer Flying Field is: Al Burton

The two individuals will help keep continuity among the other AMA Introductory Pilot Instructors at their perspective Flying Field. If you want to see our AMA Introductory Pilot Instructors in action, come to NFMI Open House at Escambia County Model Park (Fritz Field) on Saturday September 9, 2006 from 10:00am to dusk. The Introductory Pilot Instructors will be working hard to ensure the general public has the opportunity to fly a trainer. Looking forward in seeing a lot of our club members come out and support this event.

Al Burton, Instructor Coordinator

(Continued from page 1)

One of the individuals told me he had found a crashed plane that he had set along the road to see if it would be claimed. Since nobody claimed it, he took the plane home a couple of weeks later. The craft does not have any owner/pilot identification on it or in it anywhere. Because it is very stupid and selfish, this is a direct violation of AMA rules. This young man looked carefully for the ID because he actually hoped he could collect a reward for returning it!

In this case, from the description the fellow gave me, the craft was a smaller plane and is probably not worth a high dollar amount. The value of the craft is of no consequence when applying the identification rules. Obviously, they are there for recovery but more importantly, they are there for liability purposes. Perhaps the pilot gave a short search, found the going too rough and simply abandoned the craft. However, what if that plane had crashed into a structure, vehicle, or worse yet, into a person causing injury? With a properly identified plane the victim would be able to recover damages from the AMA insurance that we all have as a part of our membership. Additionally, the owner/pilot would likely recover some parts and not face a total loss. Think about it. It is a responsibility you **MUST NOT** shirk.

Regarding the new housing area going in west of Fritz Field, I have appointed Bill Scott to open the first lines of communications with the developers over there. In the long run we hope to educate developers so that they will properly inform prospective buyers about our presence and the effects they might encounter. We want to coordinate with developers, buyers and county officials to be proactive so that we are looked upon as a good neighbor and not as a nuisance. A large part of that is ensuring that our craft are properly identified so that we can properly accept the liabilities that come with the sometimes unpredictable nature of our hobby! Thank you Bill for taking this project and we are looking forward to your success.

Don't forget the club meeting and please plan on being at the Open House.

Fly safe!

Bob

- Look for dark cloud bases and increasing wind. Every flash of lightning is dangerous, even the first. Head to safety before that first flash. If you hear thunder, head to safety!
- Lightning can travel sideways for up to 10 miles. Even when the sky looks blue and clear, be cautious. If you hear thunder, take cover. At least 10% of lightning occurs without visible clouds overhead in the sky.

The single most dangerous place

Outdoors is the most dangerous place to be during a lightning storm. When lightning is seen or thunder is heard, or when dark clouds are observed, quickly move indoors or into a hard-topped vehicle and remain there until well after the lightning storm ends. Listen to forecasts and warnings through NOAA Weather Radio or your local TV and radio stations. If lightning is forecast, plan an alternate activity or know where you can take cover quickly.

The U.S. lightning season is summer but lightning can strike year round! The Fourth of July is historically one of the most deadly times of the year for lightning. In summer, more people are outside, on the beach, golf course, mountains or ball fields. Outdoor jobs such as construction and agriculture, and outdoor chores such as lawn mowing or house painting are at their peak, putting those involved in danger.

Safety rules

1. Postpone activities promptly. Don't wait for rain. Many people take shelter from the rain, but most people struck by lightning are not in the rain! Go quickly inside a completely enclosed building, not a carport, open garage or covered patio. If no enclosed building is convenient, get inside a hard-topped, all-metal vehicle. A cave is a good option outside but move as far as possible from the cave entrance.
2. Be the lowest point. Lightning hits the tallest object. In the mountains if you are above tree line, you **ARE** the highest object around. Quickly get below tree line and get into a grove of small trees. Don't be the second tallest object during a lightning storm! Crouch down if you are in an exposed area.
3. Keep an eye on the sky. Look for darkening skies, flashes of lightning, or increasing wind, which may be signs of

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(Continued from page 3)

an approaching thunderstorm.

4. Listen for the sound of thunder. If you can hear thunder, go to a safe shelter immediately.

5. If you see or hear a thunderstorm coming or your hair stands on end, immediately suspend your game or practice and instruct everyone to go inside a sturdy building or car. Sturdy buildings are the safest place to be. Avoid sheds, picnic shelters, baseball dugouts, and bleachers. If no sturdy building is nearby, a hard-top vehicle with windows closed will offer some protection. The steel frame of the vehicle provides some protection if you are not touching metal.

6. Listen to NOAA Weather Radio. Coaches and other leaders should listen for a tone-alert feature during practice sessions and games.

7. If you can't get to a shelter, stay away from trees. If there is no shelter, crouch in the open, keeping twice as far away from a tree as it is tall.

8. Avoid leaning against vehicles. Get off bicycles and motorcycles.

9. Get out of the water. It's a great conductor of electricity. Stay off the beach and out of small boats or canoes. If caught in a boat, crouch down in the center of the boat away from metal hardware. Swimming, wading, snorkeling, and scuba diving are NOT safe. Lightning can strike the water and travel some distance beneath and away from its point of contact. Don't stand in puddles of water, even if wearing rubber boots.

10. Avoid metal! Drop metal backpacks, stay away from clothes lines, fences, exposed sheds, and electrically conductive elevated objects. Don't hold on to metal items such as golf clubs, fishing rods, tennis rackets, or tools. Large metal objects can conduct lightning. Small metal objects can cause burns.