



# Whirlwind



Newsletter of the Beltzville Flying Machine Society

March, 2017

## History and Technology

Traveling again, this time to Antigua, Guatemala. Kay and I were invited to attend a wedding celebrated between a former student of my wife's and a Philadelphia Policeman. Our plane landed in Guatemala City, an hour's journey by van over a rather steep

mountain, and down into the valley where Antigua is located surrounded by three volcanoes on the south and southwest, one of which is still active.

Christy, an RN and the bride, is the daughter of Guatemalan parents from Antigua, but it was her intended who insisted on being married in



Guatemala. Her grandmother still resides in Antigua.

The wedding was held in La Merced Church in the northern part of Antigua, and the reception was held in the Cloister attached to the church. It is at the reception that I was surprised and delighted to see the photographer use a drone to capture pictures of the reception from the air. Once again, there, in the quaint little city of Antigua, Guatemala's first Capital City, we see 21<sup>st</sup> century technology being used without

even a second thought.



## COCKPIT CORNER – by Brian Sherman, [did4ways@aol.com](mailto:did4ways@aol.com)

It was chilly but the sun was shining, and cabin fever had me and my dad heading down the field with my new Convergent VTOL. The field is in surprisingly good shape and should not require too much rolling and seeding when the melt occurs.

The wind was blowing slightly but that was no deterrent. The VTOL mode worked great. I did need to increase the reverse throw in order to generate sufficient backwards force to truly hover.

After a few minutes of hovering I hit the switch to toggle to airplane mode and spent the next few minutes in normal flight. The VTOL handled well but is certainly not a 3D aircraft. So I decided to do a simple loop. Let's just say a whole lot more altitude is needed than a normal plane. Coming down the back side of the loop started out OK but then it became painfully clear that the bottom of the loop was going to be below ground level. Thus I became the first official crash victim of the 2017 season. The good news is that white Gorilla glue works wonders on foam and the plane is back together and waiting for a new aileron servo to replace the left servo with the stripped gear train. (Happened during the crash when the wing broke off.)

My 3<sup>rd</sup> generation E-flite P51 Electric is well on its way to being done. Another few nights of work at mu NJ apartment should have it ready to fly. This time I will make sure that the transmitter antenna is not shorted out causing a loss of control right after take-off as is what happened to the 2G version.



At the March meeting the club will decide what charity to support for 2017 and set the dates for the annual Fun Fly and club picnic. Come on out and enjoy a hot lunch and lively discussion.

Until next time, keep the cockpit up and be safe.

Any questions or comments  
can be directed to  
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**The next meeting  
of the  
BFMS  
will be held  
at  
Whelihan's (Platz's)  
about 12:00 PM (noon)  
on  
Saturday,  
March 11, 2017**