



Whirlwind



Newsletter of the Beltzville Flying Machine Society,

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COCKPIT CORNER – by Brian Sherman, did4ways@aol.com

The nice flying weather is finally here. Many of the members have already been at the field with their winter projects. The planes were beautifully done. But a combination of mechanical failures, runway conditions and rusty pilot reactions has, however, led to a rash of crashes. (Some of the “perps” cannot be ID’d as the only evidence were pieces left at the gate and in the trash can.)

In an effort to help others learn from these early season events, the BFMS “WALL of PAIN” will become an ongoing feature of Cockpit Corner.



3D’ng too low to pull out. Reaction time NG Torque Roll

(Courtesy of Brian Sherman, Waco-UPF7)

Rough runway conditions, premature lift off =

(Courtesy of Herb Sherman, Focke-wulf 190)



See pix to the right for the cause. (+ an idle issue)

(Courtesy of Randy Sherman, Christian Eagle)

Dave, aka the WIZ, is the newest member of the Wall of Pain. He learned taking off in a cross wind requires a lot of aileron/rudder coordination. I missed the picture but the damage is easily repairable. (Not so for the 190 and the Eagle. Trash can for them.)

On a positive note several people have already stopped by to inquiry about joining the club. At least one has submitted his application and is planning to attend this month’s meeting.

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The Goose-B-Gone is in its final stages of “enhancement”. The motor/ESC/battery/prop combo is working well. But the fiber glass floats tend to react to every divot, bump and irregularity. The plan is to cut off the bottom of the floats to create a flat surface, fill them with expandable foam and add a lite ply bottom. Over that I want to put a tough Teflon sheet to create a low friction surface that can take the dings and abrasions traversing land will cause. If anyone has access to reasonably priced sheets and the knowledge to glue them to the lite ply, drop me an email.

The May’15 BFMS meeting is scheduled for 5/9 12:00pm at the BFMS field. See you there.

Until next time keep the cockpit up and be safe.

Hats For Sale

Scott Voth is the person to see if you are interested in a new club hat. The cost is \$10.00, the price the club paid to have them produced by Valley Athletic Supply Co. of Lansford.

The two styles were decided upon by the members present at an earlier meeting this Summer.

Get your new hat at the next meeting. If you are like me, it is time for a new one because the old hat is sweat stained, and the “oil needs changing.”

Scott now has plenty to sell since he picked up the new order.



Comments and suggestions should be directed to
John Carrigan
at
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Next Meeting,
Saturday, May 9, 2015
about
12:00 PM (noon)
at the
Field

Safety Reminder

Brian's Cockpit Article brought to mind the club's promise to devote time at a meeting to reviewing the rules and regulations that help us fly safely through the year. It is important to recall that when you fly at the field, especially when other pilots are at the flight line, to either carry or hold and wheel your plane to a point beyond the flight line on the runway before you taxi to a position to take-off. Please announce your take-off for all on the flight line to hear. Announce also you intention to land your airplane.

Observe the take-off and landing pattern established for the wind direction prevailing at that time. Fly that pattern during your flight time so as not to interfere with others flying at the same time.

Part of the Rules and Regulations devotes several paragraphs to airplane worthiness, that is to say, please be sure to check your plane to be sure that connections are tight, both mechanical and electrical. Check also the balance of your airplane, especially if this is the first time you are flying the plane. Distance check your transmitter, check also that your controls are correctly configured, that is, up is up, and left is left, etc., just to be sure.

If you are a novice flyer who has soloed, and still do not have complete confidence in your abilities, asking for help while flying from a more experienced pilot even if he does nothing more than stand beside you, is very acceptable.

Fly safely this season, and as Brian says, keep the cockpit up!

Runway

Flight Line →

No Taxi Zone When Others Are Flying

Pits