



# SES NEWS LETTER

## 2024 Club Officers

President: Franks Mintz  
Vice Pres: Bill Cermak  
Secretary: Carol Mintz  
Treasurer: Mark Carey  
Membership: Bob Smith  
Field Mgr.: Mickey Murphy  
Mowing Capt.: Joe Hudacky  
Chief Safety: Ed Popp  
Flight Inst. Carl Dilks/Rick Smith  
Web Master: Mark Carey

**SES MEETING Feb 17, 2024**  
**10:00 am**

**Recreation Plantation on HWY 466**

Bob Smith is the new 2024 SES Membership Director. Thanks for volunteering for this position. Thanks again, Larry Ross



## PRESIDENTS CORNER

I want to encourage the club membership to think about community involvement and the benefits to both the club and the community. We too often fall into the "I just want to fly" mode. Our hobby needs space and permission to operate and very often those critical needs are facilitated by community support. When we need a champion in the community to keep a flying field or resolve an issue, it's too late to start then. We must invest in building that support before it is needed. Our efforts to engage with EAA Young Eagles last spring and CAP event this March 9th is a start but more is needed. I'm always available to discuss ideas that foster those efforts.

## "WHO'S THE HIGH FLYER"

Each month there will be a question for you to provide the answer. The first person to answer the question will have their picture/name in the SES News Letter and posted on the info board at the field. At the last 2024 club meeting, the person with the most correct answers will win a PRIZE. "Send your answer to: lross04@bellsouth.net"  
**Feb Question: While flying any RC aircraft and you have one eye closed, your depth perception may cause a range of problems. The question is: Now with one eye closed, and flying, what goes up and never comes down?**

## FLY-BEFORE-YOU-BUY Program

Steve Fuhrman and son on Jan 5, 2024 used the SES Fly before you buy program. From the smiles in the pictures its working. This is what the program is all about. "Congratulations"



## Jan question: Wright brothers first powered flight

1. What was the name of the air-craft - Wright flyer
2. Which brother was the pilot - Orville
3. How long did the flight last - 12 seconds
4. How far did he travel - 120ft

Winner: Joe Hudacky



## FIELD SECURITY

**IF YOU ARE THE LAST PERSON TO LEAVE THE FIELD PLEASE MAKE SURE THE GATE TO THE SES FIELD IS CLOSED AND THE COMBINATION ON THE LOCK IS ROTATED NOT SHOWING THE ENTRANCE CODE ON THE LOCK. ALSO IF AT ANYTIME YOU ARRIVE AND THE GATE IS OPEN AND THERE IS NO ONE FLYING, PLEASE CONTACT FRANK MINTZ OR BILL CERMAK.**

Notice: on very thing you fly, make sure you Name, Phone # and AMA # is displayed

# SES NEWS LETTER



SES MEMBERSHIP MEETING, Jan. 20, 2024

Frank Mintz, our president is shown kicking off our first 2024 meeting at Recreation Plantation.



Picture to the left is at the SES field. Major Jim Williams, Aerospace Education Officer for the Central Florida Composite Squadron Wing of the Civil Air Patrol (CAP). He was career Nave and retired as a LT Commander in 1993. He has been with the CAP for 2 years. He is a multiengine, IFR, jet, rated pilot and has been flying since he was 16. In his professional career he works in flight simulator development. Civil Air Patrol is a branch of the US Air Force and has been in existence since the 1940's. The cadets range in age from 12 to 18 and meet every week for 3 hours, They will plan to visit our SES field on March 9th. The picture has Frank giving Major Jims Williams a nickle tour of our SES flying field.



The water was too cold or they were afraid of alligators (LOL).  
From left to right;  
Tim Belongia  
Larry Howerter  
Jim Brumbaugh  
Rick Smith



Frank Mintz is with Leroy (LEE) Avers with the SES hat and red jacket. Leroy has donated his complete collection to the SES club. Leroy, thank you so much from all of SES members.



Please read the following. Too many times we never get to meet or hear about the life of someone with the love and passion of flying. Words from Lee.

I am really pleased that that the Apprentices will be used for training new flyers. I began flying about 1990 or 1991. I always wanted to fly since I was old enough to know what an airplane was. Job, money etc. etc. kept me from doing anything about it until then. I joined a club in Baton Rouge La. and purchased a trainer. I had read enough about flying and thought I knew how everything worked. -WRONG!. This was about the time that buddy-boxes were beginning to be used. I don't believe a buddy-box was used with me. Anyway, my first flight (by myself) lasted all of about 10- 15 seconds. Needless to say I crashed and then humbly sought some instruction with a new trainer. Everything went very well with a trainer but I seemed to have great difficulty landing. I just couldn't get the power and the controls working together the proper way. The one day it all came together and suddenly I was in complete control. Then My Company transferred me to Atlanta where I became a member of Cobb County Radio Control. I was able to mix International Travel with flying and had some great experiences, including being the News Letter Editor.

In Atlanta we had a large number of Airline pilots who lived in the area and were interested in model flying. In addition, they had kids who wanted to learn to fly models.

The club said that they needed trainers. I asked "What do you need to do to be a trainer?" The answer was "be willing to fly someone else's airplane. I said OK then I am a trainer. This was both rewarding and frustrating at the same time. These kids after about two or three lessons could fly better than I could. The most embarrassing situation was when I taught the son of a Delta Pilot trainer to fly. Then the father (the trainer) wanted me to buddy-box with him. I didn't think he needed any buddy-box time, but we went ahead and as expected his first try was probably better than I could have done. He flew the model as if he did not want to spill the drinks.

Then I was retired in 1999 and moved to the villages.

I began working for the Golf Courses in The Villages and didn't have as much time for flying. Plus I was teaching and volunteering for the Lifelong Learning Academy. I worked on the Golf Courses for 11 years.

Then I decided to try the real thing. A friend was an Instructor (real airplane.) and I began lessons and have 20 hours in a Cessna 172. Then it became time to solo and the FAA would not give me a student license because of my heart disease. I'm sorry to say that after a bit of time in a Cessna, Model flying was not as appealing. Also I was mostly interested in Scale Models and there are not too many electric real airplanes. At any rate, I discovered the Apprentice and it was fun. I wish that my health were better as I would have thoroughly enjoyed helping others to learn to fly. It's a great hobby.

I am so glad that you will be able to use the Apprentices to teach newcomers to fly. You may need to get another controller as I was unable to get the controller "bound" to both

Thank you for picking them up. We are in the process of moving to Harbor Chase (Assisted Living). My wife had a massive stroke and I have Leukemia as well as heart disease. so my flying days are over.

Thank you, I hope that these planes will help.

Lee Avers