

# Propwash

Since 1978, the voice of the Imperial R/C Club

[www.ImperialRCClub.com](http://www.ImperialRCClub.com)

## Tail Spin

By: David DeWitt, President

I hope everyone is having a good summer. I apologize because I have not been out to the flying field the last few weekends but between traveling to a couple of jet meets, and getting my house ready to put on the market, my weekends have been full. On May 13, 14 & 15, 2005 Dee Miller, Wally Sundry, John Burdin and I attended the Jets over the Swamp jet meet in Waycross, Georgia. On June 3, 4 & 5, 2005 Dee Miller, John Burdin, John Meanor, Frank Tiano and I went to the Bardstown, Kentucky jets meet. We all had a great time and best of all we all came back with our planes in one piece

Our club has another pylon race scheduled for October 8-9, 2005. I think everyone who saw the last race at our field will agree that racing never has a dull moment and you just never know how many, if any airplanes will finish the race. I understand Allen Sale is getting into pylon racing and has purchased a "race proven" "ready to go" Viper. Allen is the type of modeler that will love racing, and I am certain it will be exciting to watch him, along with Scott Smith and Rick Ruede, go fast and turn left.

The "Helicopter Spectacular" on November 12 and 13 is on schedule with a fun fly format with information out on the various helicopter web sites. In past years this has been a very popular event with the pilots and lots of excitement for the spectators.

We may schedule a helicopter scale meet sometime after the first of next year if we have enough interest from the scale pilots. Our IMAA giant scale fly-in is on for December 3 & 4, 2005 and we are counting on another good weather weekend.

One more reminder to all pilots: stay north of the east/west runway when you are taking off, flying or landing. Rick Ruede, our safety officer, and I have notified the pilots that have broken

this safety rule as we see it occur and, will continue to do so until the pilot follows the club's safety rules or it gets to the point of a written warning, possible loss of flying privileges and removal from the IRCC club. We will discuss this issue at every club meeting and deal with the violators one by one. We are concerned about the safety of our members as well the safety of the spectators.

I hope to get back on my weekend flying schedule by the first of July and look forward to seeing everyone at the field.

## Special Notice

Our safety committee received a Grievance Form signed by several witnesses pertaining to Chan Ngwyen's inability to follow the no-fly south of the club runway rule, as well an AMA safety standard rule. Mr. Ngwyen has received numerous verbal warnings and a written warning in regards to his dangerous flying habits.

Per our by-laws the club membership will hold a vote at our July club meeting to determine if Chan Ngwyen will have his flying privileges revoked.

[Contributions to the IRCC newsletter by club members are always welcome. Hobby related are best, and both humorous and general information about R/C may be used. Please forward your material to the newsletter editor via Email so we can use our member's ideas.](#)

[All contributions](#) for the Newsletter must be submitted no later than the 15<sup>th</sup> of the month.

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*Courtesy and  
common sense  
makes R/C modeling  
fun for everyone.*

*There has been interest expressed in some additional - new events recently. For those interested, here are the IRCC guidelines as published in the IRCC Club Policies for event approval.*

10) A: Any IRCC member wishing to have an event at the IRCC flying field or other location associating with the IRCC, must first submit a proposal to the executive committee. The executive committee will review the proposal, and the proposal will be presented at the next regular meeting for consideration.

The proposal should include an outline highlighting, but not be limited to the following information:

Type of event

Date for the event, including set-up and tear-down.

Manpower requirements

Financial commitment required from the club

Benefits expected

*Upon approval, the CD shall assume responsibility for all activities on the property.* The CD will coordinate with club officials, officers and members to assure that all tasks are properly completed, and the IRCC is represented in it's, "Best Light".

B: No formal events may take place at the IRCC flying field on traditional holiday weekends, and the day (days) immediately preceding or following them. (New Years, Easter, Memorial Day, 4<sup>th</sup> of July, Labor Day, Thanksgiving, Christmas, etc.)

C: A CD not properly fulfilling their responsibility may be subject to disqualification as a CD for future IRCC events. This determination will be made by the Executive Board, and will be confirmed at the following regularly scheduled meeting.

**Important Safety Note**

**Please remember to do all of your flying north of the runway.**

We are continuing to have a problem with several members who just don't get it!! Please pay attention to what you are doing, and where you are flying. If you can't seem to get it right, simply ask for help. The fact that any one of us may have been doing the same thing for a long time is no excuse.

In case you are not aware; when we say south of the runway, that line extends east and west beyond the flying field. Not just the actual runway. The only exception might be for a slow flying sailplane at high altitude over 400-500 feet. If you are having a problem, ask for help or fly with a spotter. An extra pair of eyes can't hurt.

There is a very good description of the "no-fly" areas on the club website under the membership and safety link. If you are getting this newsletter via the internet, that information will be reproduced near the end of this issue.

*Always be aware and be safe.*

\*\*\*\*\*

*Since we are spotlighting safety this month, I felt this information from Don Nix may be of interest to many of our members.*

**SAFETY FIRST**

By: Don Nix, District 8 Safety Director

I wanted to share the information I gleaned from reading a recent batch of accident reports. In the time period I reviewed, there were 22 accident reports, of which 14 involved injuries to one or more people, and 8 were solely property damage.

**INJURY ACCIDENTS**

Of the 14 injury accidents, 12 - yes TWELVE - occurred while the model was on the ground, during or just after

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday July 7<sup>th</sup> and starts promptly at 7:30pm. Bring a chair (if you want to have a seat).

starting the engine, before takeoff. Here's a very brief synopsis:

1. Fingers in prop while reaching for transmitter after starting engine -stitches in 2 fingers.
2. Adjusting needle - lacerations of thumb and two fingers, required surgery to repair bone and tendons.
3. Stitches required contact with prop after starting engine.
4. Started engine, throttle surged, plane got away, cut arm. Needed medical attention.
5. Prop hit finger while removing glow plug starter battery.
6. Cut finger while adjusting needle, which had homemade extension. (And apparently didn't work too well.)
7. Started engine, reached around prop, engine went to full throttle. Two severed tendons and 32 stitches.
8. Plane swung around while running on ground. Cut thumb and 3 fingers, required treatment for 7 months.
9. Cut finger in prop while adjusting needle - 10 stitches.
10. Lost control on landing, model veered into pilot, cut arm, required stitches.
11. Started engine, owner said radio "cord" (assume neck strap?) caught a part of the model, causing it to swerve into owner. 10 inch wound in leg. Taken to hospital in ambulance, remained there 3 days. Off work for 3 weeks.
12. Lost control on landing, hit two other flyers (who had been warned "landing" and who had acknowledged). One minor injury, the other was knocked down and broke arm and pelvis.
13. Running up engine after starting; model "turned into owner," cut arm, extensive damage to muscles and tendons, requiring treatment over period of 3 months.
14. Started engine, then got finger in prop. Cut finger and fractured bone.

#### PROPERTY DAMAGE ACCIDENTS

1. Another flyer turned on same frequency, although the flyer already in the air had the pin. Damaged automobile.
2. Engine died on takeoff; model veered into van; damaged.
3. Glider snagged with tow line, hit car; damage.
4. Model believed to have encountered interference; damaged car.
5. Helicopter flew away, believed to have been caused by intentional interference by neighbor in area on ham frequency.  
(Which prompts repeating an oft-stated caution: It doesn't matter HOW GOOD YOU ARE, if someone

- turns on an other transmitter on your frequency. You ARE going to crash!)
6. Model collided with car, no reason given; damage.
  7. Started model, "went to full throttle," hit and damaged truck.on finger from
  8. "Lost control" - hit/damaged vehicle.

Of the 12 injuries sustained on the ground, almost all of them would have seemed to be rather easily preventable by simply doing what we all KNOW to do, but which most of us have neglected at one time or another: Never start a model without a helper holding it.

Do all needle adjusting from BEHIND the propeller.

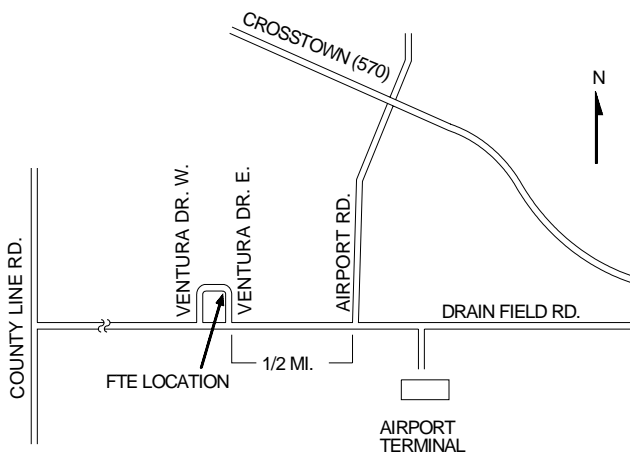
Admittedly, there usually isn't much we can do about interference and/or mechanical electrical failures, except to be meticulous about keeping our equipment in good condition, keeping batteries charged properly, etc.

Novice flyers should always have an experienced modeler check out their equipment, for sure before a first flight.

In-flight incidents/accidents can be minimized by keeping a healthy distance from the flight line for everything except takeoffs and landings.

I fail to see any good reason to make Mach 2 high speed passes right under the other pilots' noses. Show off all you want, but keep it AWAY from the flight line and pits.

You might really enjoy showing what a hotshot pilot you are by executing consecutive inverted outside whiffer dills 4 feet from the flight line, but it might be offset by the embarrassment of having to apologize to a person you've injured if someone happens to turn on their transmitter on your frequency. However, we CAN minimize or even eliminate almost all those starting-up incidents accidents by just taking a few seconds more, not rushing the process, and using our heads. Most of us spend more time bragging and telling lies to our fellow modelers than we do flying anyway, so taking just an extra minute or so to be extra careful is hardly a burden. Remember....in addition to avoiding injuries and damage accidents, the hobby you save may be your own.



There is a vacant lot across the street from FTE which is a good place to park. There is another facility to the west of FTE which has parking. Please **DO NOT PARK ON THE GRASS** at FTE or his neighbors.

**OUR NEXT MEETING IS: July 7<sup>th</sup>**  
*Check out the directions to our meeting place.*

### July Meeting Agenda

#### Special Notice Vote

#### Future Events

Any ideas for other events may also be discussed.

#### Who's Building What??

Bring your latest creation, and show the other members what you are doing.

*If you have a topic for discussion let Dave DeWitt know so he can put it on the agenda.*

### Coming Area Events

#### Fall Race Week IRCC Pylon

October 8 – 9

[www.imperialrcclub.com](http://www.imperialrcclub.com)

#### Florida Int'l Jet Rally

November 3<sup>rd</sup> – 6<sup>th</sup>  
Lake Wales Airport

[www.Floridajetflyers.com](http://www.Floridajetflyers.com)

#### IRCC "Heli Spectacular"

November 12<sup>th</sup> – 13<sup>th</sup>

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#### IRCC Winter IMAA

December 3<sup>rd</sup> – 4<sup>th</sup>

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Dennis Peterson's Ultimate  
 (Photo by: Larry Taylor)