

CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

IT'S THAT TIME OF YEAR AGAIN!!!

Spring event season, Florida Jets, Spring Pylon Race, Sun-N-Fun, Top Gun are all coming up in the next couple of months. These are our Prime events as they generate a lot of interest in the Radio Control Hobby and put IRCC front and center as one of the Premier RC Clubs in Florida, even within the USA.

We get to interact with the top people in the R/C Community, see some of the finest aircraft in the country, and provide national exposure and economic support for the club while having fun at the same time. Put these dates on your calendar, volunteer early and expect to see some exciting events.

We had a very good meeting last month, we even had a QUORUM!! This is encouraging, participation in the monthly meetings is something we should all try to do as often as possible. Attending the meetings allows us to be together in a environment that is more relaxed than at the field, ensures a good representation of the members when conducting club business and provides a forum to put forth your ideas and opinions on club operations.

IRCC is a Club, **YOU** are a member come on out, it's actually kind of fun.

Congratulations to our Sportsman of the Month, Ashleigh Suter, we acknowledge your hard work towards soloing. Welcome to our new members we are glad you have joined us and look forward to seeing you at the field.

Thanks to our supporting members Jason Suter and Doug Bruns for their presentations at the meeting. Anyone who wishes can bring in an Airplane of the month or present some area of the hobby which they are knowledgeable in, contact Gary Snyder so we can get you scheduled for the meeting.

BE SAFE, SEE YOU AT THE MEETING!



March 5th – 8th at the Lakeland Linder Airport.
For all the info go to: www.franktiano.com

New Members

Proposed at the January Meeting
Ashleigh Suter, Don LaPointe, Chuck Jackson, Dudley Colvin, Jorge Villareal and Ross Villareal.

***Now is a great time to renew
IRCC Memberships.
Renewal Applications are available on the
club website under Membership.
Do it now and start flying again.***

**Our next club meeting is:
Thursday February 5th at FTE
There is important business to be
conducted, so plan now to attend.**

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

ON THE SAFE SIDE

From AMA District VIII

In the Blink of an Eye

by Don Nix, Insider Safety Column Editor

"There's a reason I'm alive for a blink of an eye."

—In the Blink of an Eye by Mercyme

More often than not, that's about all the time it takes for most accidents to happen. I can think of one personal incident where the quick blink of my eyes saved me for more serious problems.

A couple of decades or so ago while living in Southern California, my wife and I decided to spend a long weekend at a cabin we rented occasionally in a small village up near Big Bear in the San Bernardino mountains.

Being born lazy and losing ground ever since, I'm usually quite content to do as little as possible; especially if it requires exerting any physical effort. This time, though, I had an idea about how to both relax and do something productive at the same time. I'd just acquired a new RC kit I was anxious to get started, and since it was of the type that goes together rather quickly with a minimum of tools or accoutrements, I took it along to build.

Fortunately, the cabin was equipped with a rather large, long table perfect for laying out plans and materials. While my wife lingered over coffee the first morning, I got everything ready to go; punched out all the die-cut parts (pre-laser), identified everything, made sure nothing was missing (even read the instructions!), and reached for the thin CA.

I had been especially careful to bring along a brand new, unopened bottle of the stuff so I wouldn't be stuck without enough to finish or have old material. (Remember that word "stuck.") The container was one where you snap off the top to open, and then reverse it to

become the cap to seal it back.

Looking at it carefully to be sure I snapped it cleanly, I did so and instantly got a face shower of CA.

That's where the blink of my eyes saved me. Amazing how fast our body can spontaneously and involuntarily react when attacked. Not a drop got into my eyes, although one lid was partially glued shut. That stuff does set instantly under the right conditions!

Surprisingly, I immediately knew what had happened. The material was packaged at near sea level, and I was up about 7,500 feet in the mountains. You can figure out the rest. The higher pressure inherent in the package at the lower altitude combined with the considerably reduced pressure at a much higher altitude outside effectively converted it to aerosol form for a split second.

This would compare to sudden depressurization in an airliner at altitude, and works exactly the same way. Everything inside responds to an urgent need to go out until the pressure is equalized.

(Brief digression: Don't you die laughing at those disaster movies that show an airliner decompressing with everything and everyone being sucked outside for several minutes? No way, no how.)

I got the model ready to cover by the end of the long weekend, but spent a good deal of time peeling CA from various locations on my face and neck. Incidentally, just plain soap and water will loosen the stuff in most cases so it can be more easily peeled. There are commercial debonders' available, of course, but I don't think I'd use them on my face or near my eyes.

Later, in telling the above story to a friend in the CA business, he told me about an experience his company

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday February 5th and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

had when installing a new CA filling machine. They got everything—electrical, pipes, hoses, etc.—all hooked up and flipped the switch to give it a trial run. When they did, a hose connection failed and all in the area were pretty well showered with CA ... the thin type that sets instantly.

Point: Most accidents do happen in the blink of an eye, and sometimes it's difficult to anticipate them. Fortunately, most are preventable with a little caution, good sense and forethought, and we'll deal with some of those in future columns.

In the meantime, if you've had an experience you'd like to pass on for the benefit of others, I'd be happy to hear from you: FLYERDON@aol.com.

Happy modeling and flying ... safely. Q

IRCC Meeting Minutes

January 8, 2009

Minutes recorded by:

George Nauck, Secretary

David DeWitt opened the meeting at 7:30 PM

Attendance: 20 present including new members.

Financial Report: Rick Reude reports that we are in sound financial condition.

Membership report: Paid to date, not including members joining at the meeting = 59, and several new members paid at the meeting.

The minutes from prior meeting were approved.

New business: A brief reminder of next event at our field on March 20-22, the Pylon Race. Will again have 3 classes, and already have pilots committed from Minnesota, New York, and North Carolina. Discussed plans to move the control line flight area further south to protect it from fly-overs. Gate combination to change on Saturday, January 10, 2009. Members will have to ask someone the combination if they were not at the meeting. It will not be published.

Program: Doug Bruns brought a well-prepared mini-seminar on a comparison of the various power choices available to R/C flight – Glow, Gas, Electric, and Turbine. Very informative. Jason Suter gave an interesting show & tell with his electric ducted fan F-16 jet.

Sportsmanship Award: was unanimously voted for Ashleigh Suter for her courage, enthusiasm, exuberance, and success at soloing!

New members at the meeting: Ashleigh Suter, Don LaPointe, Chuck Jackson, and Dudley Colvin. Other new members are Jorge Villareal and Ross Villareal.

From the Milwaukee Area Radio Kontrol Club, Milwaukee, Wisconsin

How to Glass a Center Wing Section

by Scott Wilke

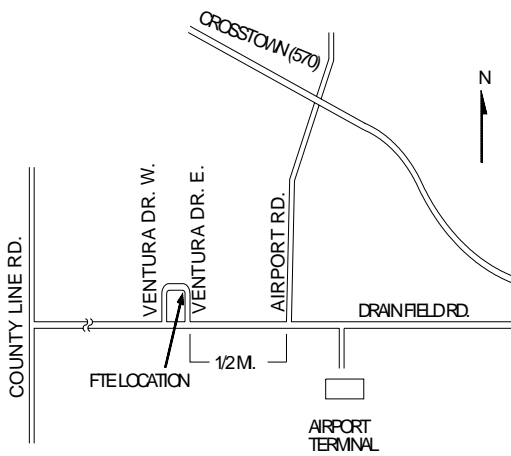
Many folks have asked me how I manage to get such a smooth polyester resin center section on my wings. Believe me when I say that it wasn't always that way! However, I found that following these techniques, while taking a little more time and effort, is quite affective.

1. Make faint pencil markings, 3-4 inches apart, as a guide on the center section indicating the width the glass cloth and resin will eventually cover.
2. Cut two pieces of glass cloth to the proper width and length. For the wing bottom, cut a length that just approaches the width of the wing (chord), but does not go over the leading or trailing edges. Next, cut a length for the wing top that goes over the top, around the leading and trailing edges and overlaps the bottom glass cloth about 1/4 inch or less on both ends. The purpose of this is to keep your seams, if any, at the bottom to avoid having to mate the two pieces at the exact center of the leading and trailing edges where it can be quite difficult to get the cloth to lay down.
3. Mix up about 1/2-ounce polyester resin and put one drop more hardener in the mix than the instructions call for. This works great with K&B resin but might be a little too hot for some other brands. Test your brand before you try it as you will need about 10-15 minutes working time.

Using the pencil lines you made before as a guide, paint a light coat of resin on the center section bottom, just enough so that it is almost absorbed into the balsa, but not entirely. (Note: This is important and you should avoid excesses here, a little less than more would be better.)

Next, lay the bottom piece of glass cloth on the resin and work it into the resin with your fingers, working all bubbles or wrinkles until it lays flat. You should have good lighting and look at the work from all angles to make sure it is lying perfectly flat. Also, if you are sensitive to the resin, you may wish to consider wearing rubber gloves.

Repeat the above procedure on the top except you will also be painting the leading and trailing edges and overlapping on the bottom. If you think you need more



Please **DO NOT PARK ON THE GRASS** at FTE or his neighbors.

resin to get the cloth to stick, particularly at the LE or TE, use your finger to paint it on because the bristles of your brush will sag the cloth.

4. Let the resin cure for 24 hours in a horizontal position to avoid drips from forming.

5. Mix up another 1/2 ounce of resin and paint it over the already hardened surface until you can see the cloth is completely filled and the surface is smooth. Let it cure for 24 hours.

6. Cut off the cloth that covers the servo or wing bolt openings. Sand the center section lightly to remove stray cloth fibers and to blend the resined center section into the rest of the balsa wood. If you did the job right you will have very little or no sanding at all. Isn't that what you wanted in the first place?

Coming Area Events

Florida Jets

March 5 – 9
Lakeland Airport
www.franktiano.com

IRCC Spring Pylon Race

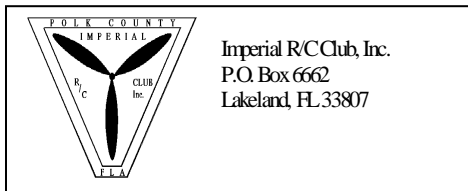
March 21 - 22
Newell Terry Field
Mulberry Florida
www.imperialrcclub.com

Sun 'n Fun

April 21 – 26
Lakeland Airport
www.sun-n-fun.org

Top Gun

May 6 - 10
Lakeland Airport
www.franktiano.com



Don't forget the stamp

OUR NEXT MEETING IS: February 5th
Check out the directions to our meeting place.