

## CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

### Here it is - time for TOP GUN AGAIN.

Imperial RC is a proud sponsor, and participant in this world class RC event.

The Club receives a substantial amount of good will, publicity and financial benefit from participating in this and our other events.

Participating in these events allows us to have a beautiful, local flying field.

Participating in these events means we do not need to have a mandatory "member" work day schedule to cut the grass and keep the field maintained, like some other clubs do.

Participating in these events means we can get into the event with a minimal purchase price of a few hours of our time, to see some of the finest RC models in the world.

Participating in these events supports this club, to which we all belong.

### PARTICIPATING IS THE KEY WORD HERE.....

We need as many VOLUNTARY PARTICIPANTS as we can get from our (84) current members. Currently we have (3) volunteers.

Our usual "core" group of volunteers is about 15 to 20 of the same guys at each event.

We (the club, your club) , we ask them to volunteer, then put them out in the hot sun on the flight line or controlling a gate access or in the stands selling raffle tickets for 8 hours with no relief, minimal Pee breaks, they do not even get to go around and look at the models or visit the vendor tents.

We need at least 40 people to step up to the plate and volunteer to participate in your club event, for as many days as you can.

More importantly, we need you to contact David

DeWitt or myself as soon as possible.

Then we can work up a schedule of people to cover the impound area, flight line, pit and perimeter security, the IRCC Display and raffles. This way we can schedule some relief for everyone and maybe we can all enjoy the event instead of being worked to death.

Thanks for your participation,

### New Members

Proposed at the April Meeting

Terry Brill  
Oscar Gauntlett  
Strat Karahalias  
Tony Nichols  
Ronald Walter



May 6 – 10  
Lakeland Linder Airport

**Our next club meeting is: May 14<sup>th</sup>  
Thursday May at FTE.  
Plan to attend and see what's new.**

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

**ON THE SAFE SIDE**  
*From the Temple Aero Modeler's  
Newsletter,  
Temple, Texas*

**Propeller Sense**

Never use or try to repair a damaged propeller. You may get by with it a time or two, but is the cost of a propeller worth risking injury to yourself or a friend? If the propeller is visibly damaged, then whatever force did that could also have caused other damage that remains invisible to the naked eye. So, please when you have a damaged propeller, either use it strictly for static display purposes only, or better yet, break it clean in half before discarding to keep anyone else from using it. Don't even think about using it as a back-up spare.

There are some solid black propellers on the market, which become invisible to the naked eye once they're spinning. This is a dangerous hazard which can be remedied by simply painting the propeller tips with a bright color. You can even use the paint to help balance the propeller. You do balance your propellers don't you?

Why bother balancing a propeller?

It won't hurt the engine any. This may be true, but the vibration and shaking caused by an out-of-balance propeller tends to loosen nuts, bolts, and screws, both on your engine and throughout the model. Here again, it's a simple matter of spending five to ten minutes to balance a propeller, or risk spending ten hours or more repairing or rebuilding your model. Just consider the few minutes that it takes as a sort of insurance.

When installing a propeller, always use a hard metal washer that's flat on the surface facing the propeller, in between the propeller and the propeller nut. This washer should be larger than the propeller nut too. The washer is there to give additional surface area to be tightened against. The smaller the washer area, the greater the chance of the propeller being crushed under the pressure of the tightened propeller nut.

When the propeller is crushed at the hub, it can be damaged to the point of being dangerous to use or it can become loose to such an extent that it becomes dangerous. This "crushing" action is also why it is important to recheck the tightness of the propeller nut every so often, especially with new wood propellers. In most cases, the propeller washer supplied with the engine is adequate, so don't use anything smaller. But again, never tighten the propeller nut directly against the propeller itself. You need more

surface area to secure the propeller safely, plus there's a good chance that the action of twisting the nut tightly into place will tear into the propeller hub.

**Propeller Markings**

Nearly all propellers have some sort of identification marked on them, be it brand name, propeller size, something else, or all of the above. In addition to noting the size of the propeller, the marking also denotes the front of the propeller, and the front of the propeller always faces toward the front of the airplane. Don't make the mistake of installing a propeller backwards. You'll probably get lots of RPM from the engine, but very little thrust from the propeller.

Propeller sizes are almost always marked with at least two numbers such as 10x6. Sometimes there will be three numbers, such as 10x6-12. The first number represents the length of the propeller, or the diameter of the "disk" formed by the spinning propeller. Propellers are usually pretty accurately marked when it comes to their length/diameter.

The second number represents the pitch of the propeller, which is theoretically the distance the propeller moves forward in one complete revolution, disregarding slippage. One might think at first that the angle of the blade would be constant from hub to tip for a constant pitch propeller (one having the same pitch all along its length), but it isn't so. Remember, the farther out from the hub a given point on the propeller is, the farther it travels to complete one revolution. So, the farther out from the hub a given point is on a constant pitch propeller, the smaller its angle will be.

When a propeller has a third number, such as the example of 14x6-12, it means that the pitch progresses from 6 inches near the hub, to 12 inches near the tip. This is called a progressive pitch propeller, and in this case, the angle of the blade might actually be constant from hub to tip, since the progressive pitch has more pitch near the tip than at the hub. Progressive pitch propellers, however, are commonly seen only in sizes appropriated for 1.20 size engines and larger. And, as far as I know, the verdict isn't in yet on whether they have any advantages over constant pitch propellers.

Some manufacturers of propellers are very precise. There are propellers marked with their pitch out to the second

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday May 14th and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

decimal point, as in 8x3.8. Don't mistake this "second number" as described above. In this example, the second number is a fraction of the first, and has in fact a pitch of 3.8.

Regretfully, the number shown on the propeller representing the pitch is not universally accurate. Some manufacturers are very good in this aspect, while others are downright terrible. In a series of tests conducted by R/C Report, it was found that in most cases, propellers have less true pitch than indicated by their markings.

Not all propellers are created equal. Much of the variations in the way they perform have to do with their shape, airfoils, and the material it's made from. If you're tweaking every last bit of power out of your engine, it's worth experimenting and finding the propeller that works best for your engine/airplane application.

Play it safe, and keep your propellers clean, tight, and balanced.

Here are some of George Nauck's students who soloed recently. Could there be a world champ in this group?



Left to right:  
Patrick McMillen  
Dominique Johnson  
Michael Soldano



Chuck Johnson

## IRCC Meeting Minutes

April 2, 2009

Minutes recorded by:  
George Nauck, Secretary

Pres. Larry Loucks called to order at 7:28 PM in the cozy setting of Frank Tiano's office. Apparently TOP GUN preparations had work area occupied.

Minutes from March meeting were accepted.

**Treasurer's Report** was no significant change, with total net worth of approx. 30K\$.

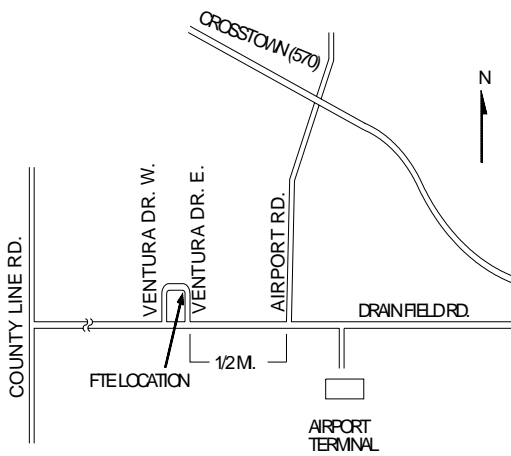
**Membership Report** showed at 84, which is higher than normal for April. There are 26 new members and 9 Juniors included. New member Ron Walters was introduced.

Discussed a need to get email addresses for all members who have one so they can be notified of club meeting date changes, coming events, etc.

**Field Maintenance** – Ian Clark did some excellent repairs to metal and wood tables. David Kreitz had just left the field where he pulled all the weed clumps from runways and taxiways.

**Safety** – No big issues reported. There was a discussion about disposal of damaged LIPO batteries. It was stated that immersing them in a salt water bath is the recommended procedure to fully discharge and make them safe from spontaneous confusion, combustion, congestion, or congressman.

**Past Events** – The pylon race event cost the competitors a lot of airplanes and netted our club around \$700 thanks to the efforts of a lot of volunteers. Need more members



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

to step-up and help the regulars who bear the brunt of volunteer work at events the club hosts or sponsors.

Need volunteers for TOP GUN from May 6-10.

George Nauck gave a discussion of little-known helicopter principles of flight. Topics were dissymmetry of lift, gyroscopic precession, retreating blade stall, and ground resonance. Gary Snyder volunteered his helicopter for the demonstration.

**Sportsmanship award** – Rick Ruede nominated Nick Ruys for his steadfast determination to pursue the sport and his good nature at the field. Unanimously approved.

Next month's meeting may have to be moved due to conflict with TOP GUN.

Coming Area Events

**Air Fair 2009**

May 2 - 3  
SRQ IMAA  
Mike Winter: 941-966-7786  
[mikeandeva@comcast.net](mailto:mikeandeva@comcast.net)  
[www.sarasotarc.com](http://www.sarasotarc.com)

**Top Gun**

May 6 - 10  
Lakeland Airport  
[www.franktiano.com](http://www.franktiano.com)

**RCACF Swap Meet**

June 27<sup>th</sup>  
9am to 3pm  
Jose Soto  
407-409-4795  
[jsoto5@cfl.rr.com](mailto:jsoto5@cfl.rr.com)  
[www.rcacf.com](http://www.rcacf.com)

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Don't forget the stamp

**OUR NEXT MEETING IS: May 14<sup>th</sup>**  
*Check out the directions to our meeting place.*