

CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

THANK YOU !!!! TO OUR FIELD MAINTNENCE CREW, DAVID KREITZ, IAN CLARK AND DALE ANDERSON FOR YOUR DEDICATION AND TIRELESS EFFORTS WITH THE NEW TRACTOR.

THANKS YOU TO ALL OF OUR VOLUNTEERS, YOU GUYS ARE THE ONES THAT MAKE IMPERIAL R/C A GREAT PLACE TO BELONG TO.

It makes me feel so good to be your President. When I talk to folks from other clubs, they express a real envy, respect and amazement by the amount of member participation and support we enjoy from our members, it really feels good.

At last months meeting, you members approved the purchase of a new tractor to replace our 25 year old Kubota. We got an exceptional deal on the new Mahindra tractor. The Mahindra is much more powerful and fuel efficient, it will cut the grass in much less time and fuel than to old one, saving money with reduced operating costs and other benefits, eventually paying for itself over a period of time.

September should be an exciting month, Hopefully the weather will start to cool off so our volunteers that are going to work the USA F1A Pylon World Team Trials event on September 16 thru 19 at our field. The Next events will be in October, Monster Planes on the 7th to 9th and the IRCC / IMAA District 5 Mini Fest on the 22nd thru 24th.

Please come to the monthly meeting September 2nd at 7:30 PM. At last months meeting we had a very good turn out, but we always need to have as many members attend as possible so we can conduct official business with a quorum.

Please make time and volunteer to participate in the operation of the club, it is not hard to do, only takes a few hours per month and helps to keep a good balance of experience involved with the ongoing events, functions and business of the club.

Have fun, be safe, see ya at the meeting.

New Members

*Proposed at the August Meeting
Steven Tindale*

FIA PYLON USA World Team Trials

Hosted by the Imperial R/C Club
September 16 - 19

Scott Smith

(863) 670-5141

ssmith4710@aol.com

ssmith@hansonwalter.com

Field News

By: Dr. Dale Anderson

Thanks to the Club Members and Officers, our new tractor has arrived! A terrific deal was negotiated by President Larry Loucks, and we will be in good shape for field maintenance (mowing) for years to come.

A big thanks to Ian Clark and David Kreitz for also helping with the project.

For the convenience of members wishing to fly during the week, the regular In-field mowing is done on Wednesday mornings (which represents the only time the in-field may be closed for a short period of time-about an hour to hour and a half). The in-field consists of the areas around the shelter, up to and including about 30 yards north of the main runway (for mowing purposes). All other mowing should not inconvenience flyers, i.e., far north, or anything south of the runway. The mowing of areas outside the "in-field" will occur at various times during the latter part of the week, depending upon weather and other factors.

As most of you know, I do my best not to interfere with our members' enjoyment of the field, and only exercise the authority to close the field on rare occasions.

Be safe, and please don't buzz the tractor!

**Our next club meeting is:
Thursday September 2nd FTE.
Plan to attend and see what's new.**

Propwash is published monthly by the **Imperial Radio Control Club, Inc.**

P.O. Box 6662
Lakeland, Florida 33807

PRESIDENT

Larry Loucks
813-363-1654
dummthum@yahoo.com

VICE PRESIDENT

David Raff
863-521-4226
raff7113@msn.com

SECRETARY

George Nauck
863 619 2897
gsnauck@aol.com

TREASURER

Roger Pilkenton
863-324-2149
thedodgetwo@aol.com

DIRECTORS:

Rick Ruede (3)
Ian Clark (2)
David DeWitt (1)

FMO:

Ian Clark

SAFETY OFFICER:

Allen Sale

MEMBERSHIP CHAIRMAN

Bob Curry

**NEWSLETTER EDITOR
and**

WEBMASTER:

John Burdin
863-660-1155
jwburdin@tampabay.rr.com

Website:

www.ImperialRCClub.com

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

IRCC Meeting Minutes

August 5, 2010

Minutes recorded by:
George Nauck, Secretary

Meeting called to order by Pres. Larry Loucks at 7:30 PM. 19 members (1 new).

- Treasurer report – No significant change in checking (\$xx) or CD (\$xx).
- Membership Report – Now at 98 members
- New member – Steven Tindale
- Field Maintenance – All is in good shape. Tractor is still struggling with the rapid growth from all the heat and rains. Tractor search has resulted in recommendation to purchase a new Marinha tractor. We have been offered a great price with a trade-in on the 25 year old Kubota. After discussion, it was decided to finance the tractor to conserve capital in the event it is needed to make improvements to any new flying site that we may locate. Motion was made, seconded, and approved for the new tractor to be purchased. Our Bush Hog finishing deck has been kept in good shape and will be used with the new tractor. We are indebted to David Krietz and Dale Anderson for faithfully maintaining all our equipment..
- Instructor's report – Have a lot of new members requiring buddy-boxing. The new JR DX6i transmitter that was purchased for a buddy box is working out great, providing each trainee with personalized settings for their aircraft, and speeding up transfer from one trainee to the next.
- Past events – no discussion
- David Raff has prepared a log to be kept at the field to document all incidents or lost planes that are apparently due to radio interference. Lot of 2.4 Ghz planes have had mysterious loss of control. The log has accumulated several reports and is growing.
- Future events – FIA qualifying for USA team in September will be Thursday through Sunday, and will have top pilots from multiple countries at our field. It is a big honor to be chosen to host this international event that has always been in California. Monster Planes (not at our field) and IMAA big bird event (at our field) will follow.

- Sportsmanship Award – Unanimously approved to be presented to David Krietz for the dedication to our equipment maintenance and security.
- 50/50 won by undisclosed member.
- Meeting adjourned at 8:40 PM.

**Are Museums in
Your Flight Plans?**

At EAA's AirVenture 2010 last month, AMA was instrumental in offering a museum exhibit on aeromodeling - go [here](#) to learn more, hear podcasts, and see photos!

Clubs, are you looking to your community museums as an effective partner in membership recruitment and community relations? The largest children's museum in the world, in Indianapolis, is now working with AMA - click [here](#) to learn more.

Our National Model Aviation Museum just received its 9000th artifact, thanks to a recent *AMA Today* notice about the museum's artifact wish list - click [here](#) to see and learn about the Radcliff's Superfli that competed in the 1977-1978 Nats. And your AMA Museum Steering Committee is now working on a museum master plan - send your ideas to museum@modelaircraft.org.

**Membership Renewals and
Elections Next Month**

Your annual membership renewal notice for 2011 will be in the mail to you in September. Don't delay in re-upping your AMA membership so that you don't suffer interruptions in your flying privileges, *Model Aviation* delivery, insurance, club roster development and many other important considerations. And don't forget AMA's Sign 3 Fly Free program, which can earn you a free membership! Click the button to the right to learn more about this offer!

Important: Return your leadership election ballot *to the address on the ballot form and nowhere else* if you want your vote to be counted.

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday September 2nd and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

The time to celebrate our noteworthy past and our high-potential future is approaching soon! AMA turns 75 next year, and it's a prime opportunity to put a luster on your club's activities. Much is being planned and you'll hear about it very soon! In the meantime, visit the link below to download the new 75th logo. And let us know about your 75th celebration plans by emailing publicrelations@modelaircraft.org.

AMA Scholarship Winners

Over the years AMA has awarded almost \$800,000 in scholarships to deserving young members going to college through the Charles H. Grant Scholarship program. Winners are modelers, academically superior and participate in many school and community programs. This year's five winners are no different. Go [here](#) to learn about the terrific young people awarded this year, and click [here](#) to read about the criteria for the awards.

ON THE SAFE SIDE Get "Cawtt" Up in Safety

by Jim Rice

I like to have a plan for an airplane for an event. That keeps me focused on the mission of completing and test flying the airplane in time to fly it at the scheduled event. If that is your style, you know that the closer the event comes the faster you work, the later at night you work, and maybe the more careless you become. I try to keep a notepad by the bench so that as I think of things I really need to do before I complete the airplane, I can write them down. For example, if I have test fitted the engine and mount so that I can cut out the cowl but I haven't tightened the engine mount bolts or the bolts attaching the engine to the mount, I write it on my list so that I will remember to check that before I take it flying. Maybe I hook up controls but don't have loctite on the machine screws holding the metal servo arms to servos that have metal output gears; I write it on the list so that I won't lose a control surface on a later flight. Keep a notepad near your work site so that while you are daydreaming at work (you all do that) you can write yourself reminders to take home and put on your list.

I have a checklist to go through before every takeoff. If you get in a habit like that, you can head off problems on the takeoff/flight. Since I was a soldier for 26 years, I am accustomed to acronyms so my checklist is C.A.W.T.T. I tell my students "Don't get cawtt taking off without using your checklist. Go through the checklist before you take the main runway!"

Controls: Check control direction and all switch positions. With computer radios, you can have the

wrong airplane or you may have changed something you didn't want to while changing a mix or throw between flights. Check for high/low rates, mix switches, or trim positions.

Antenna: I don't like to work on, start, or tune the engine with the antenna out so I keep it collapsed until I am ready to take the runway and I am safely behind the airplane and propeller. Make sure the antenna is completely pulled out and screwed in tightly.

Wind: Check the wind direction so you know in which direction to take off. If there is no wind, take up the same pattern other pilots in the air are using. Note the wind check is after the antenna-up check so that you can use the antenna flag as your wind sock.

Time: Start your timer or check your watch so that you will know when to land.

Traffic: Clear yourself to taxi with other pilots. We don't have air traffic controllers so you have to do it yourself. Ask loudly enough for all other pilots to hear if you can come out. Do not take the runway until all pilots at flight stations—or their spotters—clear you. So many times I hear people yell "coming out" then they add power and run out on the runway. Not only might that startle other pilots, distracting their attention from their own airplane but, maybe your airplane will die or flip over on the runway creating a hazard for others who might be at the end of their fuel. Besides, it is more courteous to ask. After you are cleared by the others, quickly take the runway and get in the air. They didn't clear you to sit in the middle of the runway and do more checks. That is why I say to go through the checklist before you take the runway.

If you get in the habit of doing a checklist like this before every single takeoff, not just the first one of the day, you will be safer. When I teach a new student, I draw his or her attention to a good pilot as he is preparing to take off. Hopefully, he or she will methodically go through a checklist and reinforce your teaching. But if not, point out the things you think were left out and the reasons they should be done.

I tell everyone there are 1,000 things that can kill a model airplane and I have 750 of them covered. Every time you have an accident or see an accident do a post mortem to see if you can isolate the problem so it won't attack another airplane in the future.→

Tips & Tricks Good Cleaner

Here is a concoction I came up with. In an empty spray bottle, add a tablespoon of dish washing detergent, then fill the bottle halfway with regular rubbing alcohol, and top off with hot water. I have found this to work really well for cleaning the oil off of the wings and fuselage after a days worth of

flying. Strong cleaner but will not hurt the covering or take the colors off.

New Life to Old Wire Landing Gear

Did you ever have a problem where your wire landing gear seems to get weaker and weaker? A possible solution is to remove the gear from the airframe and remove all the hardware from the gear wire (i.e. the wheels, collars, pants, etc). Preheat your kitchen oven to 450°F. Place the wire on a cookie sheet in the oven for one hour. Turn off the oven and toss the wire into cold water to cool it off quickly. What you have just done is to re-temper the music wire and you should have put new life into that old gear. Note that soldered joints should not be harmed as solder doesn't melt until about 700°F.

Mixing Epoxy

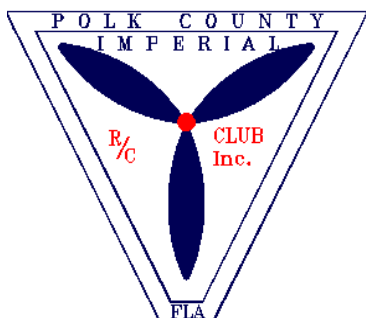
When mixing epoxy use an old coffee can lid, after the epoxy hardens just flex the lid and the epoxy will pop off.

For New Pilots

Here's a flying tip for new pilots:

Something to pay attention to when learning to fly is control reversal. Control reversal is when the inputs on the transmitter sticks must be reversed when your airplane is flying toward you, rather than away from you. When flying away from you, there is no problem; just move the stick in the direction you want to turn. Many new pilots become disoriented when their airplane is approaching them. To help with this, move the stick in toward the low wingtip. This will level the wing when your airplane is coming toward you, avoiding a sharp bank and possibly a crash.

Example: Say your airplane is coming toward you, and the right wingtip is low, as if banked to the right. Move the stick to your left, toward the low wingtip. This will bring the airplane's right wingtip up, and level the wing. I also recommend getting Real Flight G2 if you do not have it. Practice on that before you fly an airplane or helicopter for the first time or if you have been away for an extended period of time. It will save you money and heartaches in the future. →



Coming Area Events

USA FIA World Team Trials

September 16 - 19

IRCC Flying Site

Scott Smith

(863) 670-5141

ssmith4710@aol.com

ssmith@hansonwalter.com

Monster Planes

October 7 – 9

Lakeland Airport

www.franktiano.com

IRCC / IMAA Dist. 5 Mini Fest

October 22 – 24

David DeWitt CD

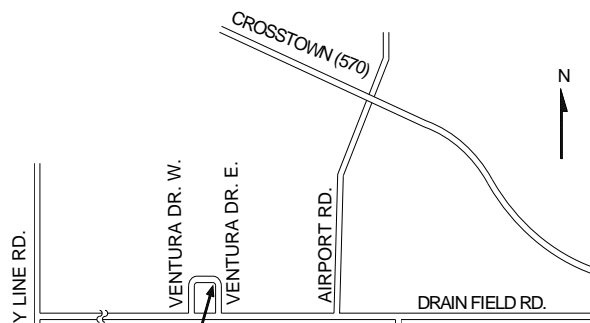
863-838-4459 Benz425@aol.com

IRCC Helicopter

TBA

Here is where we meet each month.

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



OUR NEXT MEETING IS: September 2nd