

A PLANE VIEW

By Mike Zellars – President

Welcome to August, the time of year when the weather forces everybody to go home by 10am, except for a couple crazy members who enjoy this heat! I won't mention any names. But I do have to give a shout out to Dan Hudson who always seems to have a cooler full of water bottles and always offers some to anyone around. Thanks Dan.

Speaking of Dan, he recently showed up at the field with his latest creation, a fleet biplane. It has a gas radial on front. It sounded and flew great.

Here is a picture.



Great job Dan. This plane of Dan's will fit right in at our upcoming Golden Age Fly-In in November. Speaking of the Fly-In, everything behind the scenes is moving along well. There is always a lot of work to be done and fortunately Dan and David Dewitt have been helping me with that. Also, our good friend Frank Tiano, has posted about the event on Facebook. Frank has some 3500 plus friends on Facebook so when he posts, it reaches a

lot of people. With that said, if any of you belong to Facebook or maybe your spouse, please visit the club's page and comment or "like" the event post. As I mentioned in the beginning, the most helpful thing the club can do is get the word out to as many as possible. We would love to have a first year successful event that we can then build on.

Finally, some of you might not be aware but our good friend Frank Tiano is running for AMA President. I have known Frank for a long time and can't think of a better person to look out for our hobby. Frank is having to run as a "write-in" candidate due to good ole boy system at work (my opinion). But there is an impressive campaign for him going on and I think he has a great shot. Here is Frank's nomination statement.

Frank Tiano's Nomination Statement:

I'm just a regular guy who's been blessed with making a living from the Hobby / Sport that I love so dearly! If you're interested, my story is probably not far different than most of yours. I learned to fly RC in '72 and by 1974 was a frequent contestant in the many pattern and scale contests held up and down the East Coast.

Sometime around 1973 I started writing for Flying Models magazine, and by 1976 was doing contributing articles for many other magazines as well. I've been fortunate to have been published in Radio Control Modeler (RCM), Model Airplane News (MAN), Flying Models, Model Aviation, RC Report, Scale RC Modeler and Fly RC Magazine.

In 1979, I formed an alliance with House of Balsa and Robart Mfg. and we called ourselves "Sticky Group International". Together we introduced a product called ZAP, a form of super glue, for the modeling industry. That product line still thrives today. In the late 80's I found myself wishing for just a little "more" from scale competitions. In 1989

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PRESIDENT

Mike Zellars
863-712-6635

mszellars@acelkd.com

VICE PRESIDENT

Allen Sale
863-661-1256

allensale@aol.com

SECRETARY

Ian Clark
iclark3@yahoo.com

TREASURER

Gary Snyder
863-514-0127

gmsnyder@tampabay.rr.com

DIRECTORS

Dan Hudson
Wally Sundey
David Raff

FIELD MAINTENANCE OFFICER

Mark Dukac
roadoilier2@yahoo.com

SAFETY COORDINATOR

David DeWitt
benz425@aol.com

Events Committee Chairman

David DeWitt

NEWSLETTER EDITOR

David Raff
raff7113@msn.com

WEBMASTER

Sean McCafferty
sean@mccafferty.co

WEBSITE

www.ImperialRCclub.com



(Frank Tiano's Nomination Statement – Cont.)

I started a scale competition event, hoping to bring worldwide attention to aero modeling. My vision to this end would be called Top Gun; an invitational event supported by the industry, featuring some of the most talented builders and skilled RC pilots in the world. I'm very fortunate. Top Gun has been a phenomenal success, much to make the public aware of how exciting and fun modeling can be. Based on the success and popularity of Top Gun, I used the same formula to start other events: Florida Jets, 12 O'Clock High and Red Flag. One of these events, Florida Jets, has become one of the largest, noncompetitive, jet-togethers in the world.

In addition, my company, FTE, has donated cash and prizes to many AMA sanctioned events throughout the U.S.A. I have been instrumental in developing the AMA prize program at their annual trade show and have featured their presence at both Top Gun and Florida Jets.

Because of the experience gained in both the Hobby Business and Directing 4 huge modeling events, for almost 40 years, I believe I am more than qualified to be your new AMA President. I have been an AMA Contest Director for 28 years, an Associate VP in District 5, I am a Leader Member, an Experimental Aircraft Inspector as well as a member of the AMA Hall of Fame. I know I have the "Right Stuff" to get the job done, meaning; to facilitate what the membership really wants. I feel I can be instrumental in helping to streamline some AMA procedures, cut some waste, without sacrificing service and make the organization one that people will be proud to say they are a member of. I have plans to attract more youngsters, to streamline some programs to make them palatable for more experienced members and to offer a respected voice when our "Rights" are challenged. I'm good at fixing things, and tend to surround myself with real experts in the fields I am dealing with. I do NOT claim to "Know Everything" but I sure as heck "Know" how to get those who DO Know, to work alongside me for the same goals. And for the AMA to grow in the way it should, we need that kind of leadership.

I mentioned youngsters. I strongly believe enough is not being done to show them how challenging, and rewarding, model aviation can be. I'd like to develop an event, or events, that offer young people a chance to do something with their hands, and minds, and experience the excitement of watching something they've created soar! I eat, breathe and sleep model airplanes and run a successful hobby related business. Let me work for You and Yours. Our organization is "The Academy of Model AERONAUTICS".

Bottom line, if you're tired of samo-samo. I'm your guy!

Most Sincerely,
Frank Tiano

If you have any specific questions for Frank, you probably already know he is very accessible. Just one more reason to consider him!
Good luck Frank!

Until next month, keep the planes in the air and the smiles on your faces!

IRCC MEETING MINUTES

August 2016

Recorded by Secretary - Ian Clark

The August monthly meeting of the Imperial R/C Club was brought to order at our new time of 9:00 am by President Mike Zellars. A motion was made and passed to accept the minutes as posted in the club newsletter, **PROPWASH**.

Visitors and New Members: We had none.

Treasurers Report: At the start of August we had \$xxxxx.xx in our checking account. This puts us way ahead of last year at this time. The Scott Smith memorial family day took place on July 23 and our club was able to send a check to the Juvenile Diabetes fund in the amount of \$1500.00. Our cost for the food was \$145.00

The tractor shed is complete. There was a cost overrun of \$128.00. A motion was made and passed to allow the extra expense. We have a new port-a-potty. This is a brand new unit and will cost the club \$70.00 a month, saving us \$43.00 every month.

A motion was made and passed to give Vic Allen a \$50.00 gift card and his membership next year. Vic provided all the materials at cost and did a tremendous amount of the work on the shed.

Membership Report: Our member count is up to 134 with the addition of Dan Bonbasset.

Field Maintenance Report: The shed is finished. Thanks go out to all who helped with

it. One of the test stands has become wobbly. Jerry Ruthven volunteered to repair it.

Safety Report: It has been reported that someone has been launching airplanes from the side of our shed. This is unacceptable. All flying is to be done north of the runway.

We have had some reports of nonmembers flying at the field. Please do not feel uncomfortable asking if someone is a member. This is an important issue of insurance coverage.

Instructors Report: There are several members doing well.

Newsletter Report: All is well.

Old Business: Our meeting time has been changed from 11:00 to 9:00 AM.

New Business: Ron Wyncoop will not be at the field for a while. He is having open heart surgery and will be recovering at home. We wish him a speedy recovery.

Our upcoming event in November, The Golden Age Of Flying, will be put on the media such as Facebook etc to promote it.

Sportsmanship Award: Rick Ruede and Wally Sunday were voted as the recipients of the award. They setup the Scott Smith Memorial family day on July 23.

50/50: There was \$110.00 collected. Terry Baker was the winner. He promptly turned his share back to the club.

A motion was made and passed to close the August meeting.

Flight of the QUESTION MARK ?

By: David Raff

In preparation for our upcoming **Golden Age of Flight** event in November, I started working on a little project plane that I have had for some years, 6 to be exact! It was a partially built airframe that was given to me by member Jim Urick. Jim also had this airframe for many years himself after getting it from another RC pilot and like me, had planned on completing and flying it someday.....

Thanks to our President - Mike Zellar's idea to have an event at the field focusing on 1935 and earlier aircraft, it got me inspired to bring her down off the shelf and start taking inventory of what was going to be needed and honestly, whether or not it was even flight worthy. I am happy to say that even though the estimated age of the model is around 25 years old, there was definitely still something to work with.

As I progress on the project, I plan to keep you updated. First, let me give you a little background on the airframe design and its history. While most may look at the pictures below and say that this is a “Ford” Trimotor, the model I am patterning her after is actually an Atlantic Fokker C-2A, US Army Air Corp Transport aircraft - Designation # 28-120.



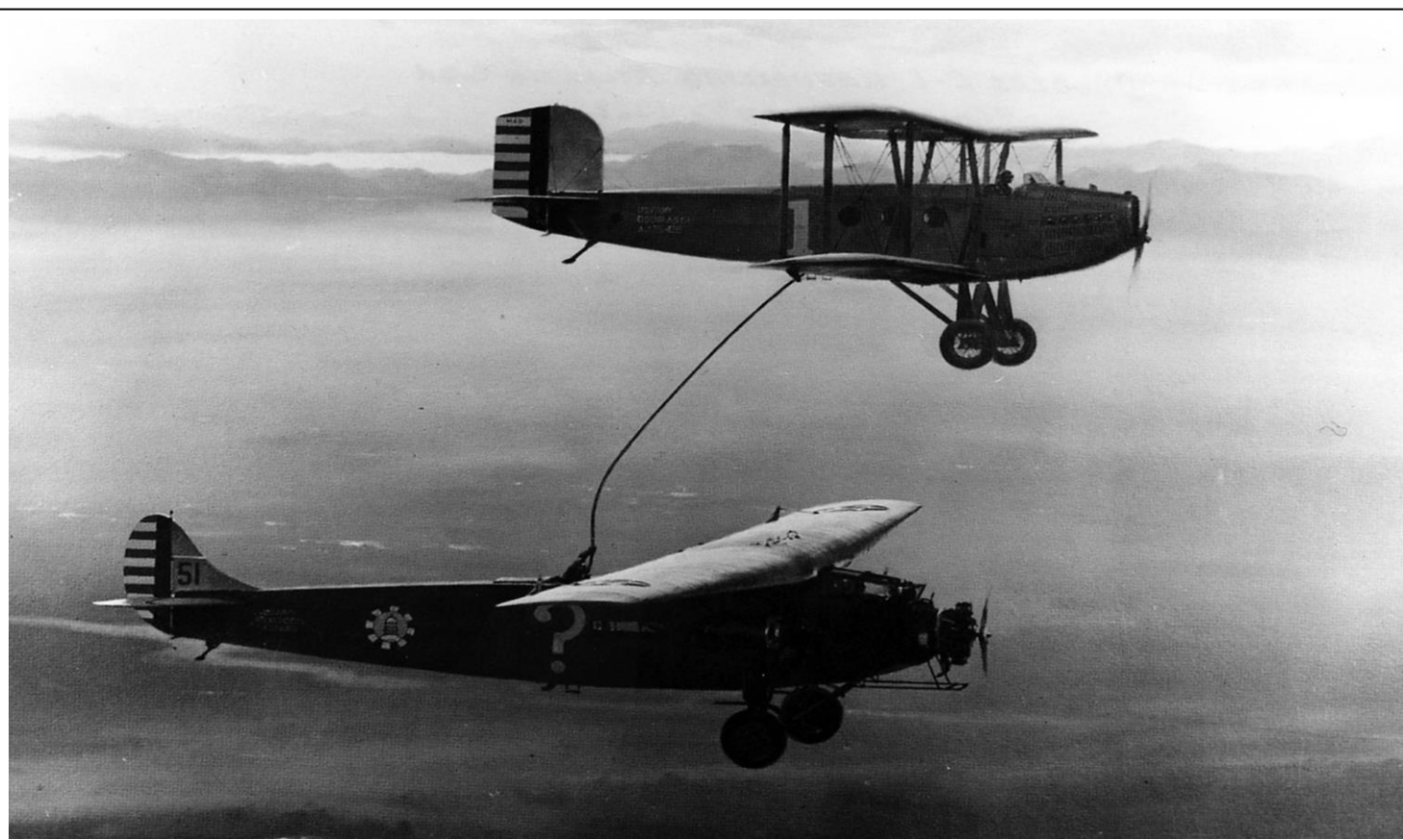
The C2A was the American built military version of the Fokker F-VII A/3M civilian transport plane first manufactured in 1925. It had a 74'2" wingspan, 48'4" length and weighed in at a little over 10,300 lbs.

The Tri-motor's airframe structure consisted of a fabric covered steel tube fuselage and a plywood-skinned wooden wing. They were powered by (3) Wright R-790 nine cylinder radial engines each producing 220 hp. The internal fuel capacity was 192 gallons and had a cruising speed of around 80 mph.



At first glance, she may not look to be all that impressive. However, this particular aircraft and her crew were responsible for making history by staying in sustained, non-stop flight for over 6 ½ days. This not only shattered all previous records, but set the gears in motion for modern mid-air refueling!

Dubbed "OPERATION QUESTION MARK" the flight began on January 1st 1929 and ended 150 hours 40 minutes later on January 7th. The aircraft flew a 110 mile "racetrack oval pattern" between Metropolitan Airport in Van Nuys California and Rockwell Airfield in San Diego. Staged at each location was the "refueling" aircraft, a modified Douglas C-1 bi-plane, designated #1 & #2 that would be used to transport the fuel and all necessary supplies and communications. The C-1's would approach the Question Mark from above and behind, maintaining 20 to 30' of vertical separation until in a position slightly ahead of the C-2. Both aircraft stabilized in level flight at 80 miles an hour and then a hose was reeled out from the C-1. A hatch, cut in the top of the Question Mark, allowed one of the crew (can be seen in the photo below) to grab the hose and feed it down to an auxiliary fuel tank in the cabin. Each refueling would supply roughly 150 gallons to the C-2 in approx. 90 seconds which would then be pumped by hand out to the two main tanks in the wings. During the course of the exercise, 37 "contacts" were made delivering a total of 5600 gallons of fuel and 245 gallons of oil.



The Crew of the Question Mark pictured to the left included (from right to left) Major Carl Spatz, Captain Ira Eaker, 1st Lieutenant Harry Halvorson, 2nd Lieutenant Pete Quesada and Flight Mechanic Staff Sergeant Roy W. Hooe. In addition, Refueling Airplane #1 (Rockwell Airfield) was crewed by pilots Capt. Ross G. Hoyt and 1st Lt. Aubrey C. Strickland with 2nd Lt. Irwin A. Woodring reeling the hose.

Refueling Airplane #2 (Metropolitan Airport) was crewed by pilots 1st Lt. Odas Moon and 2nd Lt. Joseph G. Hopkins and hose handler 2nd Lt. Andrew F. Solter.



I will continue to provide a few interesting facts on the historic flight throughout this article but for now – let's fast forward 87 years.

The airframe I received from Jim was that of a Ford Tri-motor "partially" built from plans designed by: Harry W. Brown. This included the fuselage, main wing, horizontal & vertical stabilizers, rudder and cowl.

The overall dimension of the plane, are as follows:

Wingspan: 78 inches

Length: 52 Inches

Weight: 11-12 lbs

The plans called for the airplane to be powered by a 60 size nitro fueled main engine and (2) .049 "Super Bee" engines for the two outboard motors. Anyone that has toyed around with multi-engine aircraft will understand the difficulty in trying to match the performance of two engines much less 3 so the first decision I made was to go electric. I am staying with the original concept of a 60 size for the main but will be using two 2212/13 – 1000Kv motors for the (2) outboards. The main motor calls for a 60 Amp ESC with power supplied from a 5000 mAh (5) cell 18.4V LiPo battery. A 2700 mAh 3(S) 11.1V battery positioned in the fuselage will supply power to both of the outboard motors with the ESC's mounted inside of the engine nacelles located behind the motors on the wing.

The next decision that needed to be made was how in the heck I was going to be able to transport the airplane once it was done. You see, the plans called for a single piece main wing which was 78" long and no matter how I measured – it just wasn't going to fit in the back of my Explorer. To complicate this a little more, because of the design of the tri-motor, the landing gear and outboard motor nacelles are all tied together to the fuselage meaning that this would either be a completely assembled model or a nightmare to put together and take apart after flying.

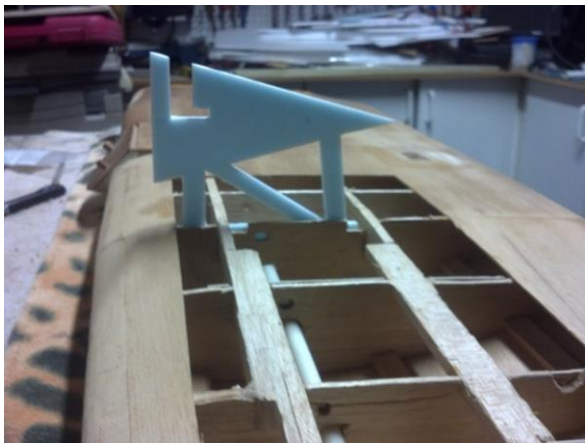
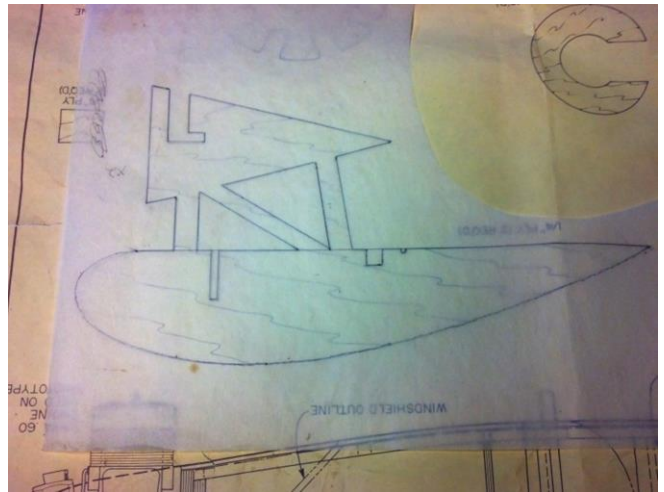
The solution – cut the wing!

I enlisted the aid of my buddy Earl Studstill who, after we had the wing completed, told me that he thought I was nuts when I first brought the idea to him. After careful and precise measurements were taken, the wing was taped and marked off where the cuts would be made and the surgery began. Using a hand saw, Earl slowly and delicately began cutting the first wingtip. Once the first one was done, we cut the second. The end result



was a main wing section of 36" that can now be mounted to the airframe permanently with the landing gear and engine as one unit. After a little modifications - the two 21" wing tips will be able to be attached and detached easily at the field when flying.

The outboard engine nacelle mounts were not incorporated into the wing when it was first built so, seeing as how I had to strip back the balsa to modify the wings anyway, it just made sense to put these in at this time. The first step was to trace out the mount and support from the original plans.



I then used this to create a template from some foam I had laying around. This allowed me to modify and shape the support as needed before cutting out the $\frac{1}{4}$ " plywood that the plans called for.

Below is a picture of the "semi" completed nacelle and the modifications done to the end of the main wing where the wing tips will be re-attached.



To be continued in next month newsletter!

7TH ANNUAL SWAP MEET

SATURDAY, SEPTEMBER 10TH

STARTING AT 9:00AM

\$5.00-PROVIDING OWN TABLE
Call For Reservation

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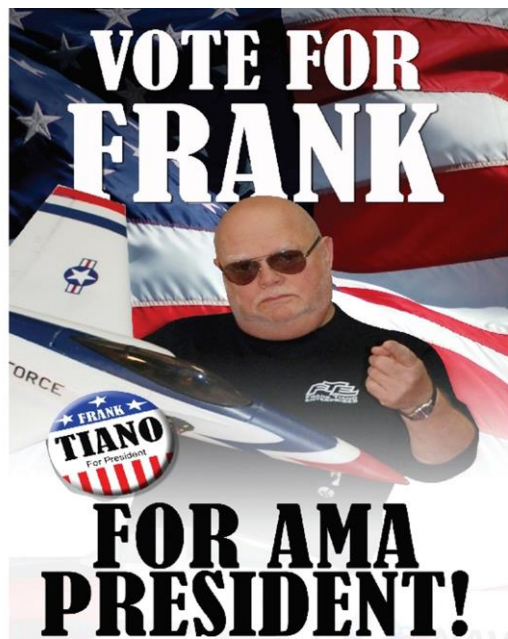
THE NEXT IRCC CLUB
MEETING WILL BE

SATURDAY

September 3rd 2016

AT THE FIELD STARTING AT

9:00 AM!



Hi, I'm Frank Tiano and I'm asking for
your "Write-In" Vote for AMA President.

It's easy to do,

if you think I can help the AMA be an
organization for Modelers,

all you do is write in Frank Tiano on
the Ballot you'll receive in the mail.



GOLDEN AGE of FLIGHT

"Fly-In"

Friday November 11, - Sunday November 13, 2016

The Imperial R/C flying field is located in Mulberry, FL on SR 60 E.
2 miles east of intersection of SR 37. Our 30 acre site features
600'x30' foot asphalt and grass runways.

Join the host club of Top Gun, Florida Jet and Monster Planes for THREE days of flying Civilian or
Warbirds that flew from 1917 - 1939. IRCC features a well-manicured and beautiful flying site.

Registration is \$30 for all three days and includes a sign in gift! \$5 off for anyone who
pre-registers by 10/31/16.

Campers and camping welcome but no hookups. Fly from Dawn to Dusk!

For pre-registration and questions please contact:

CD Mike Zellars at mikezellars@gmail.com

Co-CD David Dewitt at Benz425@aol.com

Website for info and directions: www.imperialrcclub.com

