



# Propwash

SEPTEMBER  
2019

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

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

## The IRCC President's Points

By Jerry McGhee – President

This year is flying by! Hard to believe by the time you read this we'll be cruising into October! We've accomplished a great deal in the past 9 months and that is a huge credit to you the members who are willing to step-up and take-on projects by volunteering and putting your shoulder to the wheel! We have a lot of member sweat equity in our "humble little flying field" and we have a great deal to be thankful for as we stand on the shoulders of members past and present who have gotten us to this point!

The northern hog fence is doing its job as designed! I'm very happy with the results and very glad to see it has thwarted the hog rooting around by the hogs! The southern side is still exposed and open to hog entry, we will look at that if we see any new activity.

As we come into October, it's time to nominate new club officers for the November election. We have two definite openings; however, all positions are open and any member can run against any position. Per the IRCC By-Laws, four positions are Club Officer positions, the rest are Directors and key positions on the IRCC Executive Committee that have key input to budgeting and guiding Club Officer decisions to keep the club safe, operational and a fun place to fly. If you're interested in putting your name in the hat for a position, please see any club officer. The current club officer nominations are as follows:

1. **CLUB OFFICER: President – Jerry McGhee**
2. **CLUB OFFICER: Vice President – David DeWitt**
3. **CLUB OFFICER: Treasurer – VACANT**
4. **CLUB OFFICER: Secretary – Jim Giallombardo**
5. **Director: Bill Littlefield (Third Year)**
6. **Director: Chris Trumble (Second Year)**
7. **Director: VACANT**
8. **Safety Officer: Richard Moffitt**
9. **Field Maintenance Officer: Bill Pawl**
10. **Chief Flight Instructor: Jeff Hughes**

We're almost out of the heat! PLEASE, PLEASE, PLEASE, take it seriously if you're at the field or anywhere else in the heat. Stay hydrated and keep an eye on each other! I'm really looking forward to the cooler weather.

Club hats are here and we have a few in stock! See me at the field when I'm there! Price is \$15 each.

Gary Snyder and Richard Moffatt have headed up a committee for safety guidelines and procedures for electric prop aircraft. They, and the members of the committee have been working very hard on this and I am very impressed with the detail, thought and discussion that this has generated. This is a grass roots safety initiative to promote procedures and guidelines for safe electric prop operation at the IRCC.

The 2<sup>nd</sup> annual IRCC End of Year Banquet is coming up. Get yourself and/or your date ready! December 7, 2019 at the Mas Verde' banquet hall in Lakeland! It was a great time last year and should double down on that this year.

Model of the Year is also coming up! Dan Hudson will be turning over his big trophy to the next Model of the Year winner! If you won a model of the month, then you're in the running for Model of the Year! There are still 3 slots open for Model of the Year! If you're interested in running, you should bring in your model for consideration!

Thank you all for being awesome and taking care of business and being great RC modelers! It is truly an honor to be your President and I enjoy flying with you!

Get out to the field, be a friend, keep your wings level with the horizon and hit whatever you're going to hit as gently as you can! See you at the field!

Sincerely,

Jerry McGhee  
President, IRCC



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

**PRESIDENT**

**Jerry McGhee**  
757-645-8555

[mcghee66@gmail.com](mailto:mcghee66@gmail.com)

**VICE PRESIDENT**

**David DeWitt**  
863-838-4459

[Benz425@aol.com](mailto:Benz425@aol.com)

**SECRETARY**

**Jim Giallombardo**

[aeroscout151@gmail.com](mailto:aeroscout151@gmail.com)

**TREASURER**

**Gary Snyder**  
863-514-0127

[gmsnyder@tampabay.rr.com](mailto:gmsnyder@tampabay.rr.com)

**DIRECTORS**

**Terry Baker**  
**Bill Littlefield**  
**Chris Trumble**

**FIELD MAINTENANCE OFFICER**

**Bill Pawl**

**SAFETY COORDINATOR**

**Richard Moffatt**

**Events Committee Chairman**

**NEWSLETTER EDITOR**

**David Raff**

[raff7113@msn.com](mailto:raff7113@msn.com)

**WEBMASTER**

**Ron McKie**

[ronaldmckie@gmail.com](mailto:ronaldmckie@gmail.com)

**WEBSITE**

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



**IRCC MEETING MINUTES**

**Saturday September 7th, 2019**

Recorded by Club Secretary  
Jim Giallombardo

**Pledge of Allegiance**

The monthly meeting of the IRCC was brought to order at 10:03 am by president Jerry McGhee.

**New Members & Guests:** No new members or visitors were recognized.

**Awards/Certificates Presentations:** The sportsmanship award was presented to all members involved with the erection of the new hog proof fence project.

Richard Glazer received the Model of The Month Certificate for his aircraft presentation.

**Minutes:** A motion to accept the September minutes as posted in the club newsletter, Propwash, was made and accepted.

**Treasurer's Report:** Gary Snyder reported that we are in the summer months where the expenses exceed the income. The club currently maintains a balance of \$50861.00 with no debt and no credit.

**Membership Report:** We currently have 125 members, with two new Jr members Joe and Jacob Leon.

**Field Maintenance Report:** Bill Pawl reported the new hog proof fence has been effective in preventing any new hog damage. Grass mowing has been excessive with all the summer rain. He needs help with weed trimming and Tommy Nolin volunteered to assist with this job. There are several items in the lost and found and Bill asks all members to periodically check the items for ownership.

Terry Buck provided a large load of fill dirt that will be used to fill in rough areas and other damaged ground that needs smoothing out.

**Safety Report:** Richard Moffatt reported that all airplanes should have a prop nut or spinner over the threaded shaft as this is part of the AMA Safety

Code. There are a few aircraft without this protection. He also asked to continue the good practice of TO and Landing announcements.

**Instructors Report:** Jeff Hughes reported that new members are spending quality learning time on the Real Flight simulator. Student William is ready to Solo.

**Club/Newsletter & Website:** David Raff asked that when members attend other events, do a recap and send pics to be included in our newsletter.

Ron McKie has completed the IRCC website updating and uploading from the forum. He said that members need to re-register on the new site in order to post on forums or place items for sale.

**New Site Search Committee:** The search for a new field is on hold pending review on how to effectively proceed.

**Old Business:** Jerry McGhee encouraged members to continue with the 100-mission goal. The current challenge ends on December 31 and begins with each new year.

New club hats have arrived and are \$15 each.

Terry Baker withdrew his motion for club member nametags as the costs were prohibitive with little member interest.

David Raff reported everyone had fun during the Model aviation club Family day event. He will look at incorporating other future events with our own.

Lance Biddle surveyed other clubs to compare various similarities and differences with ours to see areas of improvement to draw new members.

Gary Snyder explained the throttle cut feature on RC radios and offered his assistance to help members in their radio setup.

**New Business:** Officer nominations are being received for the upcoming club officer elections. Anyone interested in any position should include their name. Two positions will be vacant, treasurer and director. All positions are subject for new nominees every year.

The IRCC was involved in a lawsuit from an incident which occurred at an FTE

## IRCC MEETING MINUTES (Continued)

event 4 years ago. IRCC was cleared, however the city of Lakeland hired a private attorney to represent them and ultimately passed the cost over to FTE. Future events are incumbent on his ability to pay this expense. FTE initiated a go fund me page for event participants to help with this cost. As the IRCC receives significant money by assisting with these events, discussion was held to send a donation. It was decided that the IRCC would wait to see the response FTE receives from the go fund me page, then act according to a member vote at that time.

Hurricane Dorian caused significant damage to the Bahama islands. Club member Ryan Roberts and his wife's families live in the Bahamas. His wife's family completely lost their home and all their belongings. While Ryan has safely evacuated their immediate family to his home in Lakeland, there are thousands of victims that remain. He provided the names of two charity groups that are highly reputable in providing aide to this area. The IRCC voted to send a total of \$500.00 to be shared between both groups. Gary Snyder received the information and checks were sent and have already cleared the bank. Thank you, Gary for your immediate attention to this and the IRCC prays for the recovery of the islands and all the victims involved.

**Future Events:** Chris Trumble will head up our 2<sup>nd</sup> End of Year banquet. The venue will be the same as last year. Jerry will provide a trailer so members may go outside and obtain their BYOB. We have set a date of December 7, 2019 for it. More details will follow.

**Sportsmanship Award:** Terry Buck received the award for providing a large load of fill dirt for the field maintenance.

Chris Trumble received the award for providing the trophies for the family day competition.

Jim Giallombardo received the award for providing a spring suspension set for the zero-turn mower to reduce impact to the rider over rough ground.

**Model of the Month:** Captain Mike Porter received the award for his presentation of a German designed sailplane.

**Society of Aircraft Demolishers (SAD) Award:** Jim Giallombardo received this prestigious award after the crash of his F-4 Phantom. While turning final the aircraft stalled, (Phantom's don't like to fly slow) rolled to the right inverted and dived into the Badcock lake on the western end of the field. The plane broke in half at the center joints but was able to be reassembled.

**50/50 Drawing:** Bill Pawl collected \$125.00 and split between the club and the winning ticket holder, Richard Moffatt.

**Motion to Close:** The August meeting officially closed at 11:14am.

## AWARDS & CERTIFICATES

The "Hog Fence" construction crew received a well-deserved "At-A-Boy" and nomination for the Sportsmanship Award for August.

Pictured from left to right: Chris Trumble, Ron McKie, Tommy Nolin, Buddy Shackelford, Jim Giallombardo, Andy Bolig, Terry Buck, George Nauck, Dan Hudson and the foreman for this motley crew – Bill Pawl!

(Not present – Moe Grandmaison, Ian Clark, Richard Glazer & Lance Biddle)

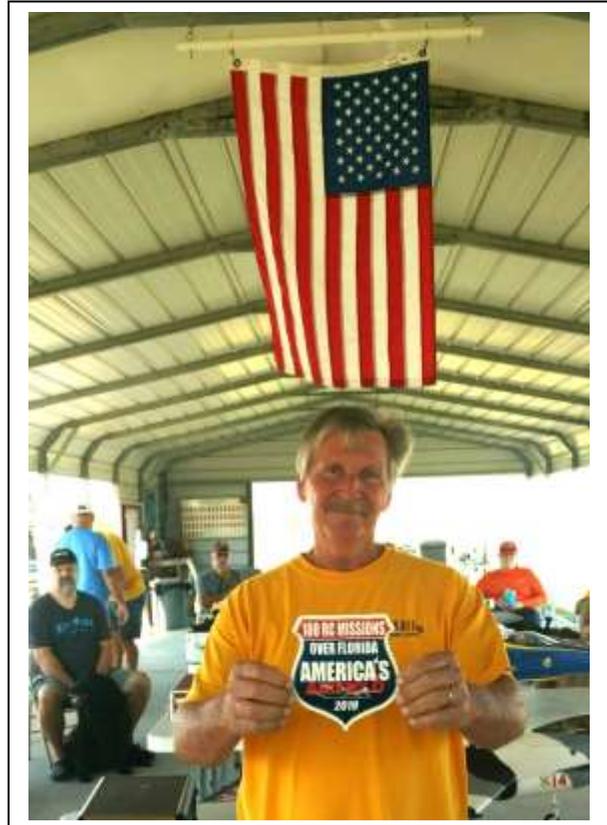




## ROLL CALL

GEORGE GORDON  
ART DUNCAN  
JERRY MCGHEE  
JEFF HUGHES  
LANCE BIDDLE  
VIC ALLEN  
ROGER GRIFFITH  
IAN CLARK  
CHARLIE PATTERSON  
BILL PAWL  
ANDY BOLIG  
TOMMY NOLIN  
**DAN HUDSON**  
**JIM GIALLOMBARDO**

Two more members have joined the elite group of pilot's that have logged over 100 flights this year!  
Shown below are Dan Hudson and Jim Giallombardo – Congratulations!





## **IRCC September 2019 Award Winner JIM GIALLOMBARDO**

The September 2019 Society of Aircraft Demolishers “Aircraftus Fragmentum” was called to order by the President of the IRCC. There was only one nomination on the floor and it was the impeccable Jim Giallombardo’s turn at the SAD altar. If you will, step into the imagination of an RC Fighter jock to find out “EXACTLY” how this month’s “Fighter Jock” screwed the pooch (so-to-speak)!

**AUGUST 1967 – Ubon Royal Thai Air Force Base, Ubon Ratchathani, Thailand; USAF Captain Jim “G-Man” Giallombardo was strapped in his F-4 Phantom ready for his 17<sup>th</sup> combat mission, an air-to-ground mission support sortie to be on-scene close air support for troops in distress. Armed with two sidewinders and eight 2,000 pound MK-82 dumb bombs, G-Man was an expert at laying ordnance on time and on target! G-Man was flight leader for a four-ship of F-4s for the day with a call sign of RAMROD. G-Man, being the leader was RAMROD TWO ONE; with the subsequent 3 F-4s in his flight being RAMROD TWO TWO, RAMROD TWO THREE and RAMROD TWO FOUR. That’s just how they communicate to sort out who’s who in the zoo up there in air combat!**

**On this day, after hitting the tanker and orbiting over the target area, a distress call came in from the 101<sup>st</sup> Screaming Eagles in the A Chau Valley (A-shaw-valley) taking heavy fire from a North Vietnamese battalion sized force. G-Man took the call and lead his flight of 4 F-4 Phantoms into harms way to deal death with high explosive steel and give the men of the 101<sup>st</sup> an even playing field to pursue the attack against the enemy!**

**G-Man lead the flight into the target area and with expert precision he decimated most of the enemy forces on the first pass with deadly and lethal precision! A call came on the radio from the 101<sup>st</sup> radio operator “Hell Yeah SIR! KEEP IT UP!” A comforting call for the pilot who knew he was unloading high explosive ordnance where the boys on the ground wanted it and more importantly not on them!**

**After the first pass, a second radio operator on the ground, near the flanks of the U.S. ground forces asked for another pass in the valley 300 meters north of their position. RAMROD TWO ONE checked in and acknowledged the call. After gaining altitude from the first pass, G-Man readjusted his entry into the valley floor as not to fly the same approach twice! That makes all the gunners on the ground very happy.**

As RAMROD TWO ONE entered the attack, he noted flashes to the left and the right of his nose and an audible alert in his headset letting him know he was being painted by a radar. Right then and there, his wingman, RAMROD TWO TWO called out to his boss “30 MIKE MIKE TRIPPLE-A (Anti-Aircraft Artillery) on your nose!” a reference to 30 millimeter guns which were radar guided for accuracy we’re taking aim and succeeding in hitting our man of the hour “G-Man”.

G-Man continued to press the attack into the valley, ignoring the pinging of AAA hitting his Phantom. G-Man again unloaded the last of his ordinance on the target with a shocking radio call coming from the 101<sup>st</sup> radio man “BULLSEYE!” Right after that, RAMROD TWO TWO came up on radio, “TWO ONE, YOU’RE SMOKING!” G-Man replied, calm and cool “Roger that”.

RAMROD TWO ONE popped flares and chaff as he egressed the valley with a more noticeable smoke trail. RAMROD TWO TWO layed down his ordinance behind RAMROD TWO ONE’s and also egressed from the valley to join up on TWO ONE’s wing.

“Hey Boss” TWO TWO said on the radio. “I don’t mean to alarm you or anything, but you’re spewing fuel from a large hole in your right wing and your right engine appears to now be on fire.” Again, cool as glass, G-Man replied “Roger that, let’s RTB!” which means return to base. RAMROD TWO TWO was impressed! The Boss actually thinks he can make it back to base! Depressing the on-board fire extinguishers, G-Man got the fire to go out briefly, but even after shutting down the right engine the flames came back! He and his wingman had a brief conversation and they decided to head east into the Gulf of Tonkin to go feet wet where G-Man could eject and get picked up by the Navy as it was obvious G-Man’s F-4 was doomed. G-Man found a Navy Destroyer in the area, the USS O’Hare (DD-889), they made radio contact and they awaited for RAMROD TWO ONE to near their position, eject and they would send a rescue team to bring them aboard. Which is exactly what G-Man did. He lined up near the destroyer just off the port side of the vessel in an area called “Badcock Lake” pick-up area where he proceeded to set-up for an along-side ejection and water rescue. G-Man expertly stalled his stricken aircraft into the Badcock water area and ejected safely. The jet was salvaged and will undoubtedly fly again.

As for G-Man and his Weapon System Officer (WSO), LT Chris Trumble, they were picked up by the Navy rescue team and given the run of the ship until they could make it into a safe port and join up with their fellow Wolfpack pilots in the 8<sup>th</sup> Tactical Fighter Wing. These two will never be the same after this joy ride! They lived to tell the tale! Which they did, over and over and over at the bar to anyone who would listen!

It is with great honor and pride that we offer this month’s SAD patch to Mr. Giallombardo, as it is the eighth noted crash of the 2019 flying season; an award that we are all subject to earning at any given time in consolation for our stricken aircraft who we bravely launch into the skies in a constant pursuit of our Constitutional right to pursue and find happiness.

Thank you, Jim, for this offering to the SAD community!

Until next month...



# MODEL of THE MONTH!

There were three models in contention for this month's award. **(Right)** Chris Melhus is shown presenting his Hobby King - J3 Navy Cub. **(Below)** Talking about his 1.5M **Momentum DL** glider is Ron McKie. **(Below Right)** A second glider/sailplanes was included in the running by "Capt." Mike Porter.



After all votes were tallied, this month's winner was Capt. Mike's Volantex ASW28 V2 - 2.6M Scale Powered Glider.

## **SPECIFICATION:**

Wingspan: 102.5 in.

Length: 44.6 in.

Flying Weight: 1050 grams

Power: 4023 Out Runner Motor

ESC: 30 Amp

Servo's: Six 9 Gram

Battery: 11.1V -1800mAh

Prop: 11x6 Folding

## **How to Program “Throttle Cut” in Spektrum and Futaba Transmitters**

As we discussed at last month’s meeting, Throttle Cut is an important safety feature included in all Spektrum and Futaba transmitters. When you receive your transmitter, Throttle Cut is inhibited so it must be programmed in each of your electric powered models.

The purpose of Throttle Cut is to prevent accidental starting of the propeller in your model which could result in injury or damage to the aircraft. As you know, electric powered propellers start very quickly, are very sharp, and can easily result in cut fingers or worse. An accidental bump of the throttle stick can result in a serious accident to yourself or to bystanders. With Throttle Cut, the propeller will not start if the throttle stick is bumped or is moved intentionally. Adjustments to the model can be made without fear of an unexpected propeller start. As an additional safety feature, adjustments to models should only be made with the propeller removed!

Throttle Cut does not interfere with any other programming of your model.

### **How to program Throttle Cut in a Spektrum transmitter**

#### **DX9 used for this example**

1. Throttle Cut is programmed in the Function portion of your transmitter.
2. Turn on the transmitter and enter the Function mode by pressing the roller 1 time.
3. Using the roller, scroll down to Throttle Cut. Enter Throttle Cut by pressing the roller 1 time.
4. Scroll to “inhibit” and press the roller to select. Using the roller, select the switch that you want to use to turn on and off Throttle Cut. Usually switch H is used for this purpose. Push the roller again.
5. You will now see Position -130%, Switch H, and Delay Inh.
6. Programming is now complete. Raise the Throttle stick to about 50%, toggle Switch H back and forth and you will see on the monitor the throttle position move back and forth.
7. Turn the transmitter off to resume normal operation.

### **How to program Throttle Cut in a Futaba transmitter**

#### **T16SZ used for this example**

1. Throttle Cut is programmed in the Linkage Menu portion of your transmitter.
2. Turn on the transmitter and enter the Linkage Menu.
3. Select Throttle Cut.
4. You will now see ACT/INH, Cut Position, and Switch.
5. Select ACT/INH “ON”, Cut Position “0”, and Switch “SG”
6. Programming is now complete. You may notice that if you raise the throttle stick to about 50% and toggle switch SG that nothing seems to happen. This action is normal. With Futaba, you must first lower the throttle to 0 to engage Throttle Cut.
7. Turn the transmitter off to resume normal operation.

#### **Is there any risk using Throttle Cut?**

Remember the proper sequence for using the Throttle Cut function is to first reduce the throttle stick to zero and then engage Throttle Cut. In Spektrum transmitters, if you first engage Throttle Cut and then reduce the throttle stick to zero, the inductive load of the motor may generate a voltage spike which can damage your ESC. This action is the same law of physics that GM uses to fire the spark plugs in your car. This problem cannot happen with Futaba transmitters (see item 6 above). Spektrum transmitters are completely safe if you use the proper sequence.

You may have a transmitter model different from the examples above. If these programming directions don’t work for you, let me know and I’ll be happy to help. Give Throttle Cut a try. . .I think you’ll like it.

G. Snyder  
IRCC  
September, 2019

# IRCC MEMBERS IN ACTION

At the September meeting, it was suggested that anytime you have an opportunity to visit another club whether for competition, a fun fly or just in the neighborhood, to take a few pictures and submit to the newsletter so that it can be shared with the rest of the members.

Many of you have seen Diego Escobar at the field practicing over and over again the maneuvers for "precision pattern flying".

Well, the practice paid off for him this past weekend at a pattern competition held at the Crestview Model Aviators field in Crestview FL when he finished in First Place in the Intermediate Division.

George Gordon, another IRCC member placed fourth.

**Congratulations  
Diego!**



## Pattern Score Board

PayPal - The safer, easier way to pay online!

402 - Intermediate							
Name	Final Score	1	2	3	4	5	6
Diego Escobar	3992.68	1000	970.7	992.68	1000	983.82	1000
Jim Strong	3982.7	982.7	1000	1000	935.29	1000	971.45
Mile Picou	3767.98	880.5	948.16	869.69	937.6	902.93	979.3
George Gordon	2372.85	685.53	882.04	805.27	0	0	0

403 - Advanced					
Name	Final Score	1	2	3	4

# Announcement and Coming Events

## Golden Age & Light Plane Scale Fly-In

From the Start of Aviation thru today



Sponsored by Sarasota R/C Squadron  
and  
Sarasota County  
AMA Sanction 8737



Open to any scale Light Plane: WW-I, Cabin, Military, Civilian, Golden-Age  
thru Modern and any other scale light plane (No Heavy Metal Warbirds)



**Saturday October 5<sup>th</sup>, 2019 - 9AM til 3PM**

**\$15.00 Landing Fee** (Registration @ 8:30 AM)

**Sarasota R/C Squadron Field**  
8730 Bee Ridge Road  
Sarasota FL 34231

**No Admission Fee for the Public**

**Lots of Parking, Handicap Friendly**

**Covered Sun Shelters, Friendly-Family Fun, Noon Flying Show**

**Raffle Prize Drawing, Bring a Lawn Chair and Enjoy**

CD John Hall Info: (941) 704-9375 E-mail: [repilot@verizon.net](mailto:repilot@verizon.net)  
Direction: I-75 Exit 207, East to Rothenbach Park, go right to top of the hill  
Sarasota R/C Web Site for map to field: [www.sarasotarc.com](http://www.sarasotarc.com)  
Hotel Information: [www.4sarasota.com](http://www.4sarasota.com) / [www.sarasotafly.org](http://www.sarasotafly.org)  
Aircraft Related Vendor Display Area (\$30 fee)

## NEXT IRCC MEETING



**SATURDAY  
OCT 5, 2019  
10:00 AM**



## Newsletter Articles Welcome

Have something of interest that you would like to share. Please forward to the editor at

[raff7113@msn.com](mailto:raff7113@msn.com)



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