

SEPTEMBER 2001

A Plane View from your President

By: Mike Zellars

Well I guess all of you know or heard that unfortunately Ian had to step down from the duties of President for personal and work reasons. I would first like to thank Ian on behalf of the club for his contributions over the last several months. He took on a difficult challenge and gave it his all, thanks Ian.

As your new President, I would like to touch on a few things. First off, at the last meeting we had two presentations from John Burdin and Shelly Smith about Top Gun 2002 and the fact it will be held right here in Lakeland. Both Shelly and John touched on what this could mean for the club and community. It was also exciting to hear that Frank Tiano, who heads TG, has asked IRCC to be the host club! This is great news to say the least; we all need to be excited about this opportunity. It is important that every club member do what he/she can to insure IRCC benefits to the fullest. Secondly, speaking of events, IRCC still has a few more this year and all appear to be well under way in the organization aspect. If any members can help or participate, PLEASE do. I have found that any RC related event, whether at IRCC or elsewhere are all about fun and commroderty and I have enjoyed everyone I have been at.

Lastly, I would like to let all members know that I plan to put

every possible effort I have in being the IRCC president. I see it as an honor and will treat it as such. Right off the bat, there is a few thoughts I have I would like to share with you. First off, my number one goal is to change to direction of monthly meetings. The format will be the same obviously, but it is the content I would like to see change. EVERY single member of this club has something positive to share with this club and monthly meetings should be the best place to share it. Many of you have in the past and for various reasons, it is has almost come to a stop. About 6-7 years ago, IRCC meetings regularly drew 50+ members in attendance and I can't remember one meeting I was disappointed in going to. They were not only beneficial to the club but actually fun. SO, I am here asking every member to PLEASE come to the next monthly meeting, as a favor to me or a favor to club. In return, I am promising you that I will do everything I can to insure the meeting is 1) Orderly and 2) constructive. I believe by the end of meeting, you will realize that, actually, you did yourself a favor! So please try hard to come, the club and I would really appreciate it. If this can happen I think my second immediate concern of what appears to



The Imperial Radio Control Club
is proud to host:

TOPGUN

April 22—27, 2002

be a lack of flying (FUN) will start to right itself naturally.

Finally (hang in there with me), for a club such as ours to benefit and prosper, a common element MUST be present, RESPECT. Respect at the field, at the meetings, wherever. We all joined this club to have a fun place to fly our aircraft but a constant lack of respect for each other will for sure erase any fun we plan to have. If this sounds like just some "politically correct" statement, so be it, I guess I am just a politically correct president.

Thanks for your time and ANY support and again PLEASE attend the next meeting!!

**OUR NEXT MEETING IS:
September 6th**

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Regular Meeting Minutes

August 8, 2001

By – *John Banner, Secretary*

Meeting called to order at 7:32 p.m., 18 members attending.

Motion to accept the last meeting minutes and Treasurers report made. Motion passed.

New Members –none

Field Maintenance Report – Bunk is waging war against our summer rains and growing grass.

Safety Report – none

Instructors/ New Pilots - None

Membership – Norm Skinner lets know that the membership is at 80 with applications at Jim's

Review Past and Future Events – Frank Ciccarello takes the floor and fills us in on the swap meet, Frank thanks everyone who helped make the swap meet a big success!

Warbird meet September 15 & 16.

Top Gun is coming to the Lakeland Airport Apr. 22 – 28, 2002!
 Shelly Smith takes the floor to let us in on some info on TG
 TG will use west end of runway 9/27. Camping facilities will be available. Flying at TG will not interfere with IRCC flying at our field.

Ian Clark informs us that our club has been asked to be the host club for Top Gun.

John Burdin takes floor to discuss TG and IRCC involvement. Franks is requesting assistance for the following areas: Flight-Line Control, crowd control-Pits, Spotters-Flight Line, participant parking control (not parking cars), Tx Inpound. About 15 people in total. Benefits too numerous to mention for the club. IRCC gets the spectator raffle, club booth and other benefits. Suggests a small committee to deal with TG issues.

Jim Nunnallee makes motion to formally proceed with a TG relationship as discussed and to form a committee, Scott Smith seconds motion, and motion passes.

Old Business – Discuss moving helicopter pads from last meeting, motion to move pads to East Side of field, motion passes. Norm Skinner informs us we are still waiting on windsock information.

New Business – Mike Zellars takes

the floor

Mike discusses a helicopter raffle for the helicopter event. Mike lets us know that the helicopter kit will run 190.00 dealer cost from Japan. Mike Vascellaro makes the suggestion we approve the helicopter raffle and the annual airplane raffle. John Banner makes a motion to approve the budget for both raffle's Kurt Kauth Seconds motion passes funds approved for both raffle's. Motion passes

Plane of the Month – Scott Smith shows us two great looking Hots aircraft he built. Great Job Scott!!

8 Ball Award – none

50/50 – new comer Randy Penn is our big winner this month congratulations Randy.

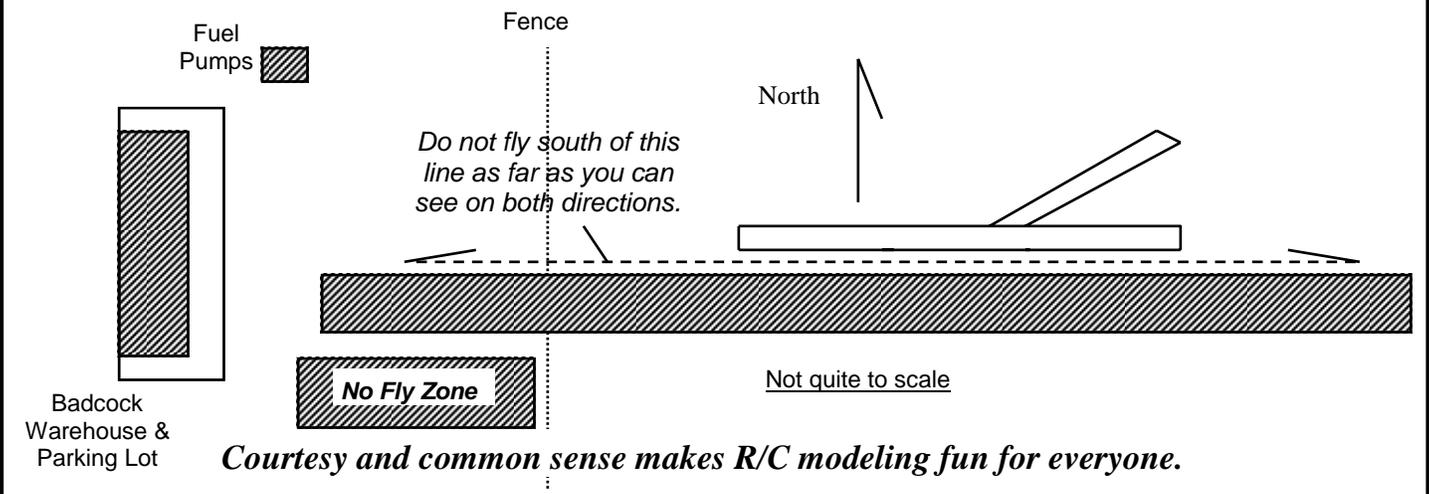
Meeting Adjourned – 8:45 p.m.

Thoughts for the Future

By: *John Burdin*

All organizations, public, private and civic use the same organizational structures. Elected officers, elected or appointed directors and committee members. Guess what? The IRCC is exactly

Please pay attention to this diagram and what's printed below, and do your best !!!!!



(Continued from page 2)

like that. The differences begin to be noticed with how the leadership of each organization use the structure to best facilitate the objectives of that organization. Since the IRCC's primary objective the promotion of R/C modeling activities, we fortunately don't have a lot of different things to deal with. I can't imagine what it must me like to run GM or IBM.

Within our structure we have a unique situation that uses the committee members to do a lot of the "leg work" of the club. Traditionally these committees have included: Field Maintenance Officer, Lead Flight Instructor, Membership Chairman, Newsletter Editor and Safety Officer. In the past we have also had: Concession Chairman, Event Coordinator, Parking Chairman and Raffle Chairman. Each of these committee chairmen are appointed and answer directly to the president. A significant benefit to the club besides the work done by the committee chairmen and elected officials, is the size of the Executive Committee is increased creating a broader cross section of members involved in the leadership of our club.

I believe that our new President is now in a position to bring back the strength of organization to our club. So when Mike ask for your assistance, don't just volunteer to fill a position, get involved.

The IRCC now has the greatest opportunity in it's history. Everyone needs to be involved, positive and onboard. There is no more room for negativity!!!!

COME TO THE MONTHLY MEETINGS

August BIRTHDAYS

Jansen Smith	18th
Harry Price	19th
Lee Jarvis	20th
Chris Kachadurian	20th
Mark Faske	22nd
Gene McDermott	24th
Van Flowers	25th

HAPPY BIRTHDAY TO ALL!!

CHOPPER CORNER

By: Mike Zellars

Hello again all!!! Its been another great month for rotor craft at the field as I believe IRCC is now up to 5-6 heli pilots. The newer guys have really made their simulators worth the money as they are advancing at blinding rates and by their own testament; the simulator was the biggest help. Before I get into this months topic, I would like to take this time to comment on how well IRCC and it members have adapted/ adopted the helicopters. It is really great to see all kinds of aircraft out at the field and everyone enjoying each other's company! That is what it is ALL about. Thanks to all. I have been getting a lot of questions about auto rotations lately and how they are performed on model aircraft. As many of you know I typically land my heli every time with an autorotation, some for practice for the real thing but mostly because it is FUN. An auto rotation is where a helicopter is brought safely to ground

"A little effort by every IRCC member will go a long way in making our club the standard by which all others are measured"

from any altitude without power.

There is one key element to an auto rotation and that is head speed. No head speed as you approach ground = NO HELICOPTER afterwards. Since the engine is what typically determines head speed, how on earth do we keep head speed after shutting engine back to idle or off? Well it all has to do with pitch of blades and weight of heli. When a heli is flying upright, there is always some positive pitch in blades and the heli needs engine power to maintain that positive pitch. So what we do to maintain head speed is use the weight of helicopter along with negative pitch. Basically what happens is I will shut the engine down and then immediately feed in between 4-7 degrees of negative pitch. The heli starts falling and the air comes up through blades. Because I have negative pitch, this air naturally keeps head speed up and sometimes increases it depending on how fast I let it plummet. Now at about 10-20 feet from the ground I start feeding back in positive pitch which slows the heli up and I keep feeding in pitch until the heli comes to a stop just a little above ground. I then feed back a little negative to set heli down. To say the least, it has A LOT to do with timing. If you feed in positive to soon, the heli stops too soon, this is bad. But after you do it a few times, you start getting the feel and it then becomes a natural and FUN maneuver. Anyone that was out at field when I invited Gary Wright to come over a few weeks ago may have noticed his inverted autos! This is harder but same concept is used. When he was inverted he actually had positive pitch in the blades to maintain head speed and then when he flipped it back upright, he fed negative. I am hoping to try one soon (snicker).

Well I hope this explained the art of autos. Until next month, be kind and good! See you at the field.



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2001 Coming Area Events

IRCC WarBirds Unlimited 2001

Sept. 15 & 16

Fred Schmidt CD

Phone: 407-310-6097

IRCC Florida Aerobatics / IMAC

Oct. 13 & 14

Florida International Jet Rally

Lake Wales Airport

Nov. 2 - 4

Helicopter Fun-Fly

Nov. 10th & 11th

IRCC IMAA Winter Rally

Dec. 1st & 2nd

**IRCC Mall Show
March 2002**

**Top Gun
April 22 -27, 2002
Lakeland, Airport
IRCC Host Club**



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