

FEBRUARY 2002

**A Plane View
from your President**

By: Mike Zellars

Hi All and happy new year!!!! It is my belief that this new year will be a great one for the club and I am ecstatic about the possibilities for success this club faces this year. But remember, any success starts with its members so please fly your hearts out, join in the club activities and just have fun, the rest will then come naturally.

We had a great meeting this month with a few subjects I would like to share with you in case you weren't able to make it. First off, Jim Urick addressed the club on our involvement with the Top Gun event as the host club for it. Jim, Scott Smith, and myself had met with John Burdin the week prior and John filled us in on what specifically the club's involvement entails. We will be running the raffles, offering flight line and pit area support as well as impound a few other things. Besides it sounding like some serious fun, we will in return be awarded monetarily and more importantly publicly. There is no doubt this event will bring huge recognition to the club and that is worth its

weight in gold. The bottom line of Jim's address to the members is the only way this can be successful is to have the support of the clubs members. Whether you can offer a couple hours or a couple days of your time, your help is needed and I assure the end result will be well worth it. Jim Urick has placed a clipboard out at the field for members to sign up

**Membership Renewals
for 2002 are Now Due**

**This is the last newsletter you
will receive unless you have
renewed your membership.**

to help out. Please consider doing so or simply call John, Jim or Scott and let them know you are ready to help out.

We had another interesting discussion at the meeting involving turbine aircraft at our field. I am going to discuss it here in hopes that many of you will have thoughts on the matter and able to share it at the next meeting. The concern came up on the potential fire threat of turbine aircraft. All agreed

**OUR NEXT MEETING IS:
February 7th**



The Imperial Radio Control Club is proud to host:

TOPGUN

April 23—28, 2002

that the few members who fly them show a lot of professionalism in both flying and ground safety support. The concern is what will happen if we accidentally put one down on one of our neighbor's property where we cant get to it fast, and the fire starts. It was discussed that by the time we get to it, there would be a good size grass fire at the very least. I am sure it would be put out in time but the end result was still the fact that there was a fire and our neighbor's reaction to that fact. It is well known that there have been concerns from our neighbors and it was the view of many members present that this

(Continued on page 2)

would be the last straw. No members would like to see anything banned; this was well emphasized. The field is there for the enjoyment of model aircraft. But the fact remains; this is a concern that needs to be addressed, members also don't want to see us get in trouble with our neighbors. Wally Sunde was present at the meeting and the membership asked him to get in touch with the "Jet Guys" and see what ideas we can come up with. These ideas will be discussed at the next meeting so please come join us and help us on this issue.

Finally, as many of you know we had to reschedule the meeting last month as the city council needed the room the night it was suppose to be. At the same time we found out about this, we found out the room will no longer be available to us after the February meeting. We already have a place in mind and hopefully within the next week, we will have confirmation on our new meeting place. But as long as all goes as I plan, I assure the new place will be much better for the members. I will report to you all as soon as it is all official!!
 Be safe and have fun!!

For a Laugh

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

Never let it be said that ground crews and engineers lack a sense of humor.

Here are some actual logged maintenance complaints and problems, known as "squawks," submitted by QUANTAS pilots and the solution recorded by maintenance engineers. By the way Quantas is the only major airline that has never had an accident.

P = The problem logged by the pilot.

S = The solution and action taken by the engineers.

P Left inside main tire almost needs replacement.
 S Almost replaced left inside main tire.

P Test flight OK, except autoland very rough.
 S Autoland not installed on this aircraft.

P No. 2 propeller seeping prop fluid.
 S No. 2 propeller seepage normal. Nos. 1, 3 and 4 propellers lack normal seepage.

P Something loose in cockpit.
 S Something tightened in cockpit.

P Dead bugs on windshield.
 S Live bugs on backorder.

P Autopilot in altitude-hold mode produces a 200-fpm descent.

S Cannot reproduce problem on ground.

P Evidence of leak on right main landing gear.

S Evidence removed.

P DME volume unbelievably loud.

S DME volume set to more believable level.

P Friction locks cause throttle levers to stick.

S That's what they're there for!

P IFF inoperative.

S IFF always inoperative in OFF mode.

P Suspected crack in windscreen.

S Suspect you're right.

P Number 3 engine missing.
 S Engine found on right wing after brief search.

P Aircraft handles funny.

S Aircraft warned to straighten up, fly right, and be serious.

P Target radar hums.

S Reprogrammed target radar with words.

P Mouse in cockpit.

S Cat installed.

Regular Meeting Minutes

Jan 10, 2002

Jim Nunnallee, Secretary

The meeting was called to order at 7:30 PM. Mike Zellars explained that the Mulberry City Council has decided that the meeting room can no longer be used by outside organizations. Our last meeting here will be in February. Several new meeting sites are under investigation including the new Lakeland Linder terminal building and the Fun N Sun building. The possibility of moving the meeting to Tuesdays was discussed. No final decisions have been made on date or location of monthly meetings. Minutes from the last meeting and the treasurer's report were reviewed and approved.

Guests – New members present included Curtis Schafer and Tom Rosenblum.

Field Maintenance – the new front gate is installed and the shed now has new side boards and paint. Work on the roof will be started soon.

Safety – Wally Sundry opened a discussion on the grass fire hazards associated with turbine jet crashes and the need for a club plan of action. Wally will discuss the matter with the other turbine flyers in the club and report back next month to the club.

Membership – Dee Miller reported that we ended 2001

February BIRTHDAYS	
HAPPY BIRTHDAY TO ALL!!	
Phil Haag	29th
Doug Smith	21st

with 93 members. Our current total is 50.

Events – Jim Urick spoke at some length about the upcoming Top Gun event which will be April 23 – 28. We will need a minimum of 8-12 people each day and we will be working in areas such as frequency control, flightline control, spotters, raffle, etc. This will be a great opportunity for our club to make some money and have a great time. There is a sign-up clipboard at the field.

Old Business - The motion from last month to change the By-Laws concerning honorary members was voted on and failed to pass. A motion to honor all 20+ year members with a plaque was passed unanimously.

New Business - Due to scheduling conflicts, the IMAA meet date was changed to Dec 8 – motion passed. The issue of a potential conflict between the

<i>“A little effort by every IRCC member will go a long way in making our club the standard by which all others are measured”</i>
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IMAC meet and Top Gun was discussed. The issue is dead now because the IMAC event will be held in Lake Wales. Jim Nunnallee won the 50/50 and the meeting was adjourned at 8:40 PM.

Focused on the Future

By: John Burdin
&
George Rada

At last months meeting there was some discussion about turbine safety. George Rada and I spent some time working on ideas to make everyone comfortable with turbine operation. Here is a set of guidelines that we feel should be adopted:

- 1) *Only IRCC members may operate turbine aircraft at the IRCC field.*
- 2) *All turbine pilots must have a AMA turbine license. This license will be on file with the club. This insures familiarity with all aspects of turbine operation and safety.*
- 3) *All aircraft flown at the IRCC field must have a minimum of ten flights on them by the pilot flying the plane. No test flights at IRCC. IRCC will not be a turbine school.*
- 4) *Each turbine pilot must provide water fire suppression equipment. This is will be the Indian 5 gallon unit, equelevent or greater. This unit is common among turbine pilots.*

These guidelines will help to insure safety without banning turbine activity.

As turbine flyers we want to

insure the best environment we can to operate and we hope you agree with our recommendations.

It's Time To Go

After approximately 40 issues as editor of the Propwash, I am turning the duties over to a new editor. For the past few months I have been contemplating this, and as the old saying goes, "there in no time like the present".

It has been said that the newsletter editor may be the most important position in the club after the president. I don't argue this thought because the newsletter is the only official record of club business, the only accurate transfer of information to the membership who do not attend meetings and in general the only communication for our many members and other clubs the newsletter is sent to. That is right; the Propwash goes to most every club in the central Florida area. About 35 clubs, most of the local hobby shops and the AMA get the Propwash each month. The Propwash is one of our clubs best ambassadors.

With this in mind I do have a few parting thoughts I would like to share with all of our members. It's been a great run as editor. I have attempted with pretty good success to bring club news and views to the membership each month, accurately reported and in a concise manner. The editorials I have offered have come with the best of intentions, and have been pretty well accepted.

Over the past few years our club has gone through some pretty tough and trying times. Like most venerable things we have weathered the storms of misinformation, misguided trash talking, too much of the "holier than though" syndrome and other distractions. I believe it is a great credit to Mike Zellars for the job he is doing as our leader. With a lot of determination and hard work Mike has moved the IRCC back into the wind, and we are now leading the race again. Mike is the first club president in a long time to create very good and meaningful articles for the newsletter. In the past the president's articles seem to have been an afterthought, and simply space filler. Mikes intense interest in the club has set a standard for our future presidents to follow.

We still have a few members who feel that a small exclusive membership is in our best interest. Fortunately, that mind set is being eroded. The IRCC is

2002 Coming Area Events

IRCC Mall Show

March 9th & 10th
Jim Nunnallee

Sun N'Fun

April 7th-13th
Lakeland Airport

Top Gun

April 22 -27
Lakeland, Airport
IRCC Host Club

IRCC Family Day

Mid May
Wally Sunday

IRCC Swap Meet

July
Tiger Town Hanger #2

IRCC Warbird Meet

September

IRCC IMAC Meet

October
Keith Hunt

Florida International Jet Rally

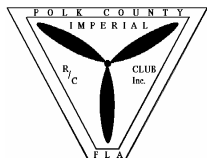
November 1st 2nd & 3rd
Lake Wales Airport

IRCC Helicopter Meet

November 9-10
Mike Zellars

IRCC Winter IMAA Meet

December 7th & 8th
Keith Hunt



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P.O. Box 6662
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Don't
forget the
stamp

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The IRCC monthly club meeting is held at the Mulberry City Hall at 7:30pm on the first Thursday of each month.