

For a full color version of the IRCC newsletter go to our website, and follow the newsletter link. A color version may also be printed from the website.

## Touch & Go

By: Scott S. Smith, - President

I would like to start off by telling you all that Jim Nunnallee and Kurt Kauth are both doing well after their surgeries. Jim and Kurt were both telling me how nice it was to have some of you come and see them, and to take the time out of your day to call them and wish them well. Both guys are feeling better and are looking forward to coming out and flying again. It's good to know they are both o.k. On a sad note, "Bunk" Sherrouse's father passed away on Monday, July 19<sup>th</sup>. Please remember to keep Bunk and his family in your thoughts and prayers, Bunk and his family are very dear to us, and I know he will appreciate the support in this tough time for them all.

At the next meeting we will be voting on the new set of By-Laws, Club Rules and Policies. If you have not received these documents, please let one of the officers know or download it from the website for your review. The only noticeable changes are a streamlining, and reorganizing of the current rules and the addition of the AMA guidelines. Our goal is to enact these rules so as to be current, and do any tweaks as needed afterwards. This will ensure we don't have any issues with the AMA or our sanction as an AMA flying site. Make sure you attend, and be a part of the future of your club.

In closing, I would like to urge all of you to visit the re-opened Aero R/C Hobbies. The new owners are excited about getting involved in r/c flying, but are new to our sport. We all need to help them out as they start to gather inventory, and let them know that we are here to support our local hobby retailer. I am sure they would welcome your constructive help in making their business profitable for you, as well as for their investment in the sport we all enjoy. *I'll see you at the field...*

## ***From our friends at the AMA***

Dear AMA Member:

A major focus of the AMA Education Committee is promoting aerospace education activities across the country through school-based curricular and extra-curricular activities. We are looking for AMA members who *currently are* or *have been* classroom teachers. If you have experiences to share, and are interested in assisting the Education Committee by participating in an on-line exchange of activities and ideas, we would like to hear from you. Please send your name, telephone number, email and home addresses to Jack Frost, AMA Education Coordinator, at [education@modelaircraft.org](mailto:education@modelaircraft.org).

## **USA F3A World Team Selected**

During the recent National Championships in Muncie, Indiana the F3A (Pattern) team was selected to compete in the World Championships representing the USA. The event will be in Saint Yan, France – August 20<sup>th</sup> – 28<sup>th</sup>, 2005

### ***Team USA:***

Jason Schulman  
Chip Hyde  
Sean McMurtry

Once again, all are members of Team Futaba.

**Congratulations and Good Luck !!!!**

**For more on F3A competition see the following article.**

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

## Synopsis of FAI Class F3A operation

*by Bob Skinner, Chairman of the  
CIAM F3A Sub-committee*

The FAI/CIAM class of F3A involves complex aerial maneuvers with a radio controlled model aircraft, where utmost precision and skill in controlling the model aircraft in any attitude and under all conditions is required. The model aircraft is 100% influenced by the wind and all maneuvers in the aerobatic schedules are judged relative to a point on the ground. The competitor must therefore compensate constantly for possible wind drift. Typically, an F3A model aircraft will have a fuselage length of no more than 2 meters, a wing span of less than 2 meters, and the weight must not exceed 5kg's. The motive power is usually an internal combustion engine, with no power limitations, but the engine has to be adequately silenced. The on-board radio control equipment, receiving signals from the competitor's transmitter, actuates the control surfaces to enable aerobatic performance.

The F3A class is a team as well as an individual competition. FAI member countries may enter a team of maximum three competitors as a national team for world- and continental championships. Team results are the sum of the three competitors' scores.

Flights are performed directly in front of the judges in an aerobatic zone or "box", which extends 60 degrees to the left and right of a centre line, and at an elevation of no more than 60 degrees. Each time the model aircraft crosses the centre line, a particular maneuver of a known (published) aerobatic schedule has to be performed, involving components such as loops, rolls, lines, spins, snap rolls, stall turns, and combinations of these. At the ends of the aerobatic box, the model aircraft is required to do turn-around maneuvers to enable it to reverse its direction of travel. Typically an aerobatic schedule has

23 maneuvers, including a take-off and a landing. Maneuvers or parts performed outside of the box are penalized by loss of points, proportional to the degree of infraction. Generally the model aircraft is required to be flown at 150 meters from the pilot, in a plane perpendicular to the centre line. Each competitor will be entitled to four preliminary flights, of which the best three scores will determine his placing. Semi-final and final rounds are flown only for world- and continental championships, and involve more difficult known, and unknown maneuver schedules.

Each competitor's performance is assessed by a panel of judges who will award marks, independently from each other, between zero and ten for each maneuver, or figure. Maneuvers are assigned a difficulty factor (K-factor) depending on the complexity of the particular maneuver. Judging is based on four basic criteria: precision (or geometry), smoothness and gracefulness, positioning (display), and size of maneuvers. Points are subtracted for various types of defects observed by the judges, the severity of these defects, and the number of times these defects are observed. At the end of each flight the judges may award a penalty for an excessively noisy model aircraft, to discourage disturbance to the surroundings.

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### The Laws of R/C

As soon as your fingers are covered with epoxy your nose will start to itch.

Identical parts aren't.  
If it jams force it. If it breaks it needed replacement anyway.

Anyone can win - unless there's a second entry.

When you're up to your nose in bull----, keep your mouth shut.

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday August 5<sup>th</sup>, and starts promptly at 7:30pm. Bring a chair (if you want to have a seat).

Everything put together sooner or later falls apart.

Panic instruction for dead stick landings. When you don't know what to do, walk fast and look worried.

The worst pilots shall be moved systematically to the pilot station where they will do the least damage.

Any improbable flight pattern that which would create maximum confusion if it did occur will occur.

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## IRCC Meeting Minutes

07/01/04

President Smith called meeting to order at 7:35

The minutes of the June meeting were accepted

The Treasurers report was accepted. We now have 68 members

Guests: Bob Muller

New Members: Corey Pawlak

Field maintenance: The club discussed new safety barriers for the pilots. Dale Anderson will look into a chain link style and report back to the membership.

Safety Report: None: We decided that electric planes of all sizes must fly North of the east-west runway and the pilots must be on a pilots station.

Instructors Report: None

Newsletter Report: None

Website Report: Nothing New

Events: There was a discussion led by Doug Bruns concerning the Helicopter Meet. It was decided that we will support purchasing tee shirts, and the selling of same. The event will be held 11/13 & 14/04

The IMAA event will be held on December 6 and 7

A proposed Pylon race will be held on October 9 and 10 assuming Scott Smith can get that date.

Old Business: The club will be e-mailing and posting revised by-laws, rules, and policies to all members. Please come to the next meeting having read, learned, and inwardly digested these documents. We need to act on them now so that all the hard work has resulted in coherent documents that are up to date and in keeping with the new AMA guidelines.

New Business: Norm Skinner announced that Jim Nunnallee will have surgery on July 7<sup>th</sup>. The club voted in lieu of flowers a donation will be made to MADD.

Sportsmanship Award: The club voted to give the award to Evan Conner for his hard work at Top Gun and elsewhere.

Plane of the Month: none

Motion to adjourn was made and passed.

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### If the FAA was in charge of model aircraft safety.....

-The radio system would be exonerated in 95% of the crashes after the investigation.

-A stick shaker would be installed on transmitters to warn of stalls.

-Each control surface would have at least two servos each being controlled by a redundant system.

-A pre-flight check and radio range check would be mandatory.

-After each and every crash, a list of suggestions would be given as well as some mandatory improvements to be made within a number of years. (Man they would be busy!)

-Hovering over the active runway would be out of the question.

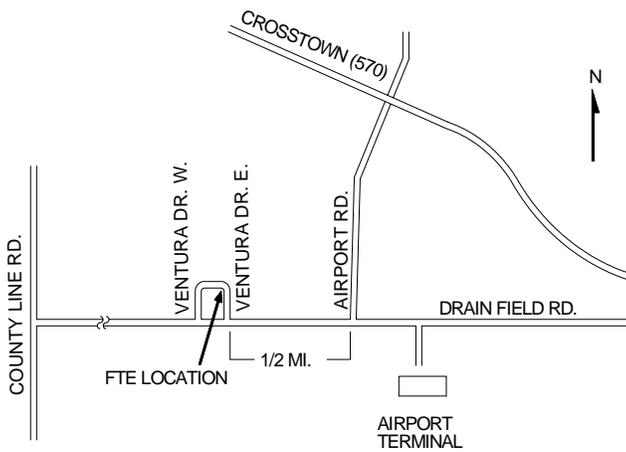
-One rogue aircraft outside of the flight lines may cause grounding of the entire fleet.

-A security check point would be set up to screen planes for anything out of the ordinary.

-The spectator area would be closed.

-All electronic items would need to be turned off during takeoffs and landings.

Just having fun



*This map takes you to where we have our monthly club meetings, normally held the first Thursday of each month. Remember to bring a chair.*

There are a number of other businesses in and around FTE. By the time our meeting time rolls around, most of the employees of those businesses should be gone home. This leaves a lot of parking, and a very short walk. Please **DO NOT PARK ON THE GRASS** at FTE or any of his neighbors

## August Meeting Agenda

### **Document Review**

We will discuss and vote on club by-laws, policies and field safety rules changes.

### **Future Events**

The 4th Heli Spectacular, IMAA and a Pylon Race. Any ideas for other events may also be discussed.

### **2005 Positions**

We will discuss need for some "new blood" in our leadership positions as nominations are only two months away.

### **Who's Building What??**

Bring your latest creation, and show the other members what you are doing.

*If you have a topic for discussion let Scott Smith know so he can put it on the agenda.*

## Coming Area Events

### **Florida Int'l Jet Rally**

November 5<sup>th</sup>, 6<sup>th</sup> & 7<sup>th</sup>  
Lake Wales Airport  
[www.floridajetflyers.com](http://www.floridajetflyers.com)

### **IRCC "Heli Spectacular"**

November 13<sup>th</sup> & 14<sup>th</sup>  
Doug Bruns CD  
[DBruns6549@cs.com](mailto:DBruns6549@cs.com)  
[www.imperialrcclub.com](http://www.imperialrcclub.com)

### **IRCC Winter IMAA Rally**

December 4<sup>th</sup> & 5<sup>th</sup>  
Dave DeWitt CD  
[Benz425@aol.com](mailto:Benz425@aol.com)  
[www.imperialrcclub.com](http://www.imperialrcclub.com)

*Look for Pylon Racing to return to the IRCC in the near future !!!*

**OUR NEXT MEETING IS: August 5<sup>th</sup>**

***Check out the directions to our meeting place.***