

Tail Spin

By: David DeWitt, President

The flying field has been packed with pilots, prospective new members and a few previous members showing up to fly, and hopefully these guest pilots will join our membership. The club roster is growing and we should be close to 100 members by the end of the year, it's unfortunate that some of our new members lost their previous club flying field but we are happy to have them flying with us. We are very fortunate to have a very nice flying field and no worries about losing it any time soon.

I wanted to include the IRCC Club Rules in this article for the benefit of our new members and as a reminder for all the members.

IRCC FIELD & SAFETY RULES

- 1) Flying is restricted to current IRCC club members and their guests. Sponsoring club members must be present and are responsible for their guests. Guests are AMA members who are not current IRCC members and were not IRCC members in the previous six months. Guest will be permitted to fly up to five days per calendar year, never to exceed two times in any month.
- 2) When flying, a member must post his club card on the frequency board when removing a frequency pin.
- 3) On arrival at the field, all transmitters or modules shall be turned off and placed in the transmitter impound area.
- 4) A transmitter or module shall not be removed for use from the impound area until a proper AMA, MAAC, or current IRCC club card is placed in the used frequency slot.
- 5) Possession of the frequency pin shall be limited to fifteen (15) minutes when others are waiting for it.
- 6) All models must comply with AMA safety requirements.
- 7) All flying must be conducted North of the East/West runway. Do not fly south (behind you) of a imaginary line that runs through the pilot flying stations east and west as far as you can see. Observe the no-fly areas and help protect our flying site. Helicopters may also use the designated hover pad. Helicopter "3D" flights may also be flown at the southwest portion of the field. These flight operations are limited to one flight at any one time, and

may in no way Interfere with normal runway flight operations. Pylon testing, practice and races may be conducted in the location designated for their operations or on the main runway.

8) All flying should be performed with the pilot positioned on any of the designated pads or at least 25' south of the main runway. Pilots should always announce their intentions - Take off, Landing etc. Helicopter hover and 3D operations are exempt fro this rule.

9) Test flights and solo flights are permissible when such a request is made to other pilots at the field and they are agreeable.

10) Low speed and high speed passes shall be made only parallel to the East-West runway, and, when other pilots are present, at least 50 feet north of the runway.

11) There will be no taxiing into the pit area from the flight line.

12) Always point the nose of the aircraft with an engine running toward the infield, not toward the spectators. This courtesy will also keep you from blasting your buddies aircraft and flight box.

13) Instructors will accept students only upon exhibit of a current AMA card and a current Imperial R/C club membership card. Only designated introductory pilots may fly others that do not possess valid AMA and membership credentials.

14) Flight instructors and club officers are responsible for enforcing all flight, field and safety rules. They are required to call infractions to the attention of the violator. Any member may do so if neither an instructor nor club officer is present. It is expected that all such incidents will be handled tactfully and with discretion. We are trying to improve safety, not alienate anyone.

15) Mowing of the field takes precedence over flying. If the person mowing feels it is unsafe to fly while out in the field, he has the authority to close the field.

16) No littering.

17) The AMA Safety Code must be observed at all times.

18) The last member to leave the field at any time will close and lock the gate. If any guests are present they must leave at that time.

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

19) If all else fails, and your not sure what to do, courtesy and common sense should prevail.

Once again be careful and think safety at the flying field. We had a couple of propeller accidents and fortunately there were other members present to help with first aid. It's always best to have someone else with you at the field just in case an accident does occur.

See you at the flying field.

New Member

Proposed at the August Meeting

Kevin Bell

Please Keep Us Updated

One very important thing that all members need to do is to notify either Rick Ruede or John Burdin if you have a change in your Email address or other contact information. Some members do this which is greatly appreciated, but some don't. The only way we can be sure you are getting club info is to have the proper contact information.

If you do make a change please contact us as soon as possible so we may update our records. Rick and John's contact info is located on page two of the Newsletter.

New Club T-Shirts

We are now taking orders for new club T-Shirts. Please contact David DeWitt to place your order. The cost is only \$10 each and they are really nice pieces. Get your order in today!!

It never hurts to bend over and pick up a piece of trash laying on the ground, empty the trash cans when they are full or take care of other small task when you are at the field.

"It's our house"

This month I will publish the fifth part of a five part article on model fuel written by Don Nix. Don was the past president and developer of PoserMaster Fuels. He is an expert in the subject, and everyone should find his information interesting and informative.

All about Model Aircraft Fuel
Part 5

by Don Nix

Storing Fuel for Maximum Shelf Life

During the Q&A part of countless "Dog & Pony Shows" at hobby clubs all over the U.S., one of the frequently asked questions is, "What's the shelf life of fuel?" The answer if both simple and easy: Properly stored, model engine fuel will last almost indefinitely. So....what constitutes "properly stored"? Let's take a look.

Contrary to many things you might have read or heard, just about the only thing that adversely affects model fuel is the absorption of moisture from the air. Keep the air away from it, and your fuel will likely be potent longer than you are! Methanol - the major ingredient in model fuel - is hygroscopic. This means it's virtually 100% soluble in water, and absorbs moisture from the air like a vacuum cleaner sucking up dirt.

Most modelers have no idea how rapidly this can - and does - happen, and tend to be rather skeptical about the idea. Let me paint a picture for you: Almost everyone has spilled a little fuel on the top of their fuel can in their flight box. If so, you've no doubt noticed that the shallow film of raw fuel takes on a cloudy, milky look. What you are seeing is the methanol sucking moisture right out of the air. Since the quantity of fuel is thin with a lot of surface area, the absorption is rapid, the water won't mix with the oil and the fuel turns cloudy. Just remember how quickly this happens.....almost immediately....and it might give you an idea of just how quickly your fuel can be ruined if you leave the cap off, allow a vent tube to remain open, etc.

The wide surface area relative to the quantity of the fuel exposed is disproportionate, of course, to leaving the cap off the fuel jug, but I think you get the idea. In a humid condition such as exists in parts of the U.S., it doesn't take very long at all to adversely affect your fuel. And it doesn't take a large opening....a cross-threaded cap, a small vent line, etc. is all that's needed to do the damage.

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday September 7th, and starts promptly at 7:30pm. Bring a chair - if you want to have a seat.

The solution is simple, of course...just keep it tightly sealed. And yet, sometimes that's not enough. Most of us have seen small droplets condensed inside our fuel jugs after it's become partially empty. This is the result of condensation of moisture as the air trapped inside the jug cools. Until about a year ago, there was little we could do about this, but there is now a method to take care of this problem. Since it's not the purpose of this column to commercially promote our own products, those interested are invited to contact the writer at the e-mail address above, and we'll be happy to tell you about the product that will solve the problem.

For the reasons above, it's our opinion that it is rarely a good idea to buy model fuel in 55 gallon drums. Unless all the fuel is poured up the first time the drum is opened, a substantial volume of air is trapped inside the drum each time it's opened. Steel containers of any kind warm and cool much more readily and rapidly than plastic, and condensation is much more evident in this type container. The result is that the last portion of the drum of fuel is quite likely to be contaminated with moisture, sometimes to the point of being unusable.

There is another downside to buying fuel in drums, especially if more than one person is using it. With no control over the type container the fuel is dispensed into...perhaps not bearing sufficient or proper warnings, etc., the liability is incredibly high if an accident of any sort should occur. Model clubs considering this type of fuel purchase for their members should be particularly aware of the potential liability...which is huge!

While it's true that the UV in sunlight (or in fluorescent lights, for that matter) will cause pure nitro methane to deteriorate over time, it's our experience that once the nitro is in solution and substantially diluted, the deteriorative effect is relatively minor.

To test this, some years ago we put a gallon of 10% fuel out in direct sunlight (in sunny Southern California) for a month. At the end of that time, we tested that fuel in an engine vs. fresh product and could see no difference. While it certainly won't hurt anything to store fuel away from direct sunlight, etc., it's our personal opinion that the adverse effect of sunlight on fuel under normal operating conditions is too little to worry about

The Ocala Flying Model Club would like to invite everyone to their "End of Summer" Big Bird Event on September 16th & 17th at their field in Ocala, Florida.

For additional information contact:

Jim McCudden (353) 750-6150 jimmy@thevillages.net or
CO-CD

Harry Dunlap (352) 347-5852.
www.ocalaflyingmodelclub.com

Hope to see you there. It's a great event.

Minutes from August 3rd, 2006 Club Meeting
Allen Sale, Secretary

The IRCC held its regular monthly meeting at FTE, Thursday, August 3.

President David DeWitt called the meeting to order at 7:31 p.m.

The minutes of the July meeting were approved.

Treasurer Rick Reude gave the Treasurers report which is on file.

Membership: Rick Reude reported 65 full members and 79 total members.

Guests: Former members Charlie Patterson and Jerry Hernandez were present as guests.

Field Maintenance: It was reported that David Kreitz weed-eated, and Bunk sprayed roundup all around the field during the past month.

Safety: Recent rash of prop strikes. Problem is complacency. No serious injuries, few needed stitches. Please be careful.

Training: 3 new pilots. Seem to be learning quicker. Simulators help. Some discussion on club trainer.

Website/Newsletter: Keep sending articles. George Knauk sends the most lately.

Events: Pylon race, October 7th & 8th. Helicopter event, November 11th & 12th. IMAC meet, December 2nd & 3rd.

No old business.

Discussion under new business about new club T-shirts.

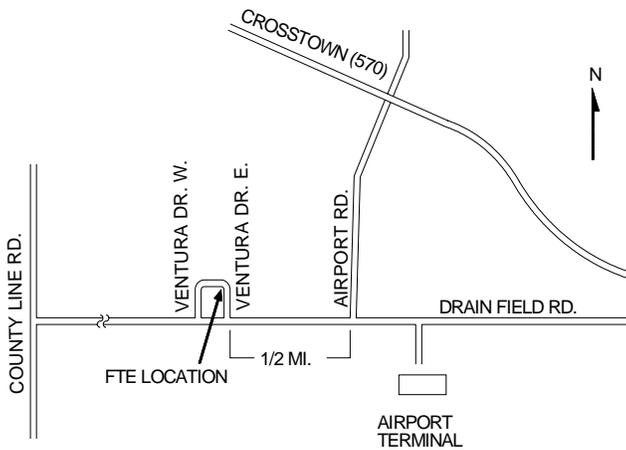
The sportsmanship award went to George Knauk for his tireless work training new pilots.

John Banner donated a used slightly damaged plane so it needed a little work. It was auctioned of at the club meeting and the proceeds donated to the club. The plane was purchased by Ian Clark. Thanks to both!!

The meeting was adjourned at 8:05 p.m.

Contributions to the IRCC newsletter by club members are always welcome. Hobby related are best, and both humorous and general information about R/C may be used. Please forward your material to the newsletter editor via Email so we can use our member's ideas.

All contributions for the Newsletter should be submitted no later than the 15th of the month.



There is a vacant lot across the street from FTE which is a good place to park. There is another Facility to the west of FTE which has parking. Please **DO NOT PARK ON THE GRASS** at FTE or his neighbors.

September Meeting Agenda

Future Events

Beginning to plan for 2007
What would you like see next year??

Put in your three cents worth

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 Dave DeWitt know so he can put it on the agenda

Coming Area Events

Fall Pylon Race
"Mulberry 500"
October 7th – 8th
Rick Ruede, CD
863-682-7210

rruede@tampabay.rr.com
www.imperialrcclub.com

Florida International Jet Rally

November 2nd – 5th
Lake Wales Airport
www.floridajetflyers.com

IRCC "Heli Spectacular"

November 11th – 12th
David DeWitt, CD

863-838-4459
benz425@aol.com
www.imperialrcclub.com

IRCC / IMAA Winter Rally

December 2nd – 3rd

David DeWitt, CD

863-838-4459
benz425@aol.com
www.imperialrcclub.com

OUR NEXT MEETING IS: September 7th

Check out the directions to our meeting place.