

## CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

I am just blown away...not by how windy it was Friday and Saturday at Florida Jets, but by the amount of volunteers we had out there to support the club. 30 members and 4 guests, that is terrific. I personally thank each and every one of you for your time and effort, this personal participation is what makes IRCC a really great club.

David DeWitt has written an excellent article in this edition about the event, please read it and recognize his effort that went into making this a successful activity for the club.

Our next club event is the Pylon Races March 29 - 30, this should be very interesting as we will have several club members racing, including myself, which almost guarantees some spectacular carnage and substantial collection of slightly used airplane parts.

Top Gun is coming up and this is my favorite event, I like to walk around through the pits and look at all of the craftsmanship that goes into building these models, and some of the characters that build them.

Safety is the primary topic of this issue with some good info from the AMA and some of my recent personal experience in the field, please read and apply these articles, fly safely and enjoy our hobby.

See you at the meeting!!

### **New Member**

*Proposed at the March Meeting*  
Gary Marshall

**Our next club meeting is:  
Thursday April 3<sup>rd</sup> at FTE.  
Plan now to attend.**

**USAF Thunderbirds  
to perform at Sun 'n Fun**

For all the details visit:

[www.sun-n-fun.org](http://www.sun-n-fun.org)



April 23<sup>rd</sup> - 27<sup>th</sup>

Lakeland Linder Regional Airport

*TOP GUN is the most prestigious model aviation event in the world, and the IRCC is proud to continue to host this annual event.*

### **Volunteers Needed**

Please contact David DeWitt to schedule your membership work days. The club will supply cold drinks and lunch, and you will see some terrific model aircraft. Lot's of hobby vendors on site, and many other cool things to see.

David DeWitt

863-838-4459

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

### **Safety Reminders for the New Season**

#### **ON THE SAFE SIDE**

*by AMA Staff*

AMA would like everyone to have a safe flying year with no accidents. Here are some items that might help in that regard.

The first is the use of Li-Poly batteries in our models. If you are flying electric airplanes with Li-Poly batteries, it is highly recommended that a fire extinguisher be kept in your car. Fire caused by Li-Poly batteries can happen through a shortage, improper charging, or crash damage. Standard household extinguishers (Class A, B, C or a combination of these) will not put out a lithium fire. Rather, it can increase the blaze. Class D extinguishers (metal/sand) are the only type capable of putting out flammable metal. If a class D fire extinguisher cannot be obtained for your vehicle or flying site, at the least, keep buckets of sand ready and available should a fire start. (The sand *must* be dry because water reacts with lithium fires to make them worse.)

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P.O. Box 6662  
Lakeland, Florida 33807

**PRESIDENT**  
**Larry Loucks**

813-363-1654

[dummthum@yahoo.com](mailto:dummthum@yahoo.com)

**VICE PRESIDENT**  
**Allen Sale**

863-644-7157

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

**SECRETARY:**

**George Nauck**

863 619 2897

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

**TREASURER:**

**Rick Ruede**

863-944-8237

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

**DIRECTORS:**

**David DeWitt**

**Doug Bruns**

**Gary Snyder**

\*\*\*\*\*

**FMO:**

**Ian Clark**

**SAFETY OFFICER:**

**Allen Sale**

**MEMBERSHIP CHAIRMAN**

**Bob Curry**

\*\*\*\*\*

**NEWSLETTER EDITOR**  
and

**WEBMASTER:**

**John Burdin**

863-648-9933

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

**Website:**

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

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

Second, remember to cycle the batteries in transmitters and airplanes to ensure they are up to par. Airplanes can go down because either the transmitter or the flight pack batteries have failed. If you should by chance get your airplane to respond long enough to land, do not taxi back toward the pits. Get it down and kill the engine. A running airplane with dying batteries is little more than a loaded gun waiting to go off and injure someone. Most folks have a winter project that is now ready for a test flight.

New airplanes mean new additions to the transmitter. Remember to always check to ensure it is the correct one for the airplane. Always look to see that the control surfaces are moving in the correct direction when you are ready to taxi out. Also, as a new project, make sure it has been finished with your name and address or AMA number.

Lightning produced by electrical storms can travel amazing distances. If you are flying and should see lightning in the distance, just think of that radio antenna as a lightning rod. Lightning has been known to come 10-20 miles across the sky and strike a person just standing there—and that is without a 3-foot lightning rod in his or her hand.

Engine failure on takeoff is a common occurrence. Every time, when you taxi out, always think, "What am I going to do if the engine quits?" Remember that the best way to land is into the wind and with the wings level. If that means a walk out in the weeds a couple of hundred yards to get your airplane in one piece, that's much better than taking a broom or shovel out to the middle of the runway to scoop up the pieces.

Lastly, it is strongly recommended that members do not fly alone. In a hobby where things can go out of control with the slightest of error, potential dangers are not far behind. It's helpful to have an extra set of eyes to watch for any interferences or problems the pilot may not be able to see while following his or her model. Better to be overly prepared than under prepared. At the very least, you have a buddy to talk to and show off for!

### **Florida Jets 2008**

*From: Dave DeWitt*

This year we had 30 members and 4 guests who helped the club by working at Florida Jets. The rainy and windy weather resulted in a 25% lower turnout of spectators from last year, but we still had a good time and made

money for the club. The club was responsible for manning the transmitter impound tent, running flight line control and selling entry tickets at the front gate. Thanks to Doug and Wanda Bruns, who graciously let us use their new travel trailer for the club's home base and the location for the raffle setup. This worked out great and was a perfect atmosphere for the evening cookout. Looks like Larry Loucks has turned into to our official "club chef ." He did a great job with the grilling while Doug and Wanda supplied all the fixings for the Bar-B-Q Friday evening. We're looking forward to doing the cookout again at Top Gun. This is the first year we had a raffle at Florida Jets and it did very well. We discovered that George Nauck is a natural born used car salesman who can sell a lot of raffle tickets. I want to thank the members who participated. We came up short on help but many of folks volunteered to stay several more days than they had initially signed up to work. If you could not work at Florida Jets, please try to help at the Top Gun event from April 23 –28, 2008. Please remember that we need the income from these events to help offset the increased rent for our flying field. Without these fundraisers our annual dues would me much higher.

### **IRCC Meeting Minutes**

March 13<sup>th</sup> 2008

*Minutes recorded by:*

*George Nauck, Secretary*

Meeting called to order on March 13<sup>th</sup> at 7:30 by Larry Loucks with 10 members present.

Minutes of prior meeting approved.

**Treasurer Report:** Reported Income \$2100 against \$1000 expenses for month gain of \$1100, and plus \$8,000 YTD.

Balance Sheet standing at \$30,707.16  
Current membership at 74 paid with 1 new member, Gary Marshall

Bob Curry proposed bringing a Boy Scout Troop to field for introduction to R/C flying. Discussion of what to do with the troop followed, and all present were in favor of making the invite and the effort.

**Field Maintenance:** Ian reported the beverage trailer needed maintenance and he is covering it with coroplast. Larry reported that the new pilot safety stations

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday April 3<sup>rd</sup> and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

will be completed for the pylon race March 29-30.

**Safety Report:** none

**Instructors Report:** Jerry Ruthven soloed and enjoying the experience.

**Newsletter/Website report:** None. Members present discussed Larry Minott's many pictures taken at the field of members and airplanes/helicopters that are available online on a professional photo website. All agreed that a link to the album should be put on the IRCC website for all to enjoy the growing number of pictures.

**Past events:** Florida Jets – Club income from FTE was \$1460. PTS raffle added \$432 with \$677 income vs. \$245 expenses. Winner was Mark ? from Orlando, and he has received his plane and engine.

**Future events:** Pylon Race March 29-30. Will have entrants from as far away as North Carolina and Venezuela. Top Gun is April 23-27 and still needs volunteers.

**Old Business:** Safety barriers in progress

**New Business:** We are setting up a trainer airplane to be kept at the field. Larry is providing a radio/receiver.

**Sportsmanship Award:** Voted to award to Bob Preske for his patience and perseverance, efforts in scratch building, and gentlemanly conduct.

Meeting adjourned at 8:01 PM.

*Like a proud papa – Jerry Ruthven solos on Sunday  
March 16<sup>th</sup>*



### Strokes: What to Look For

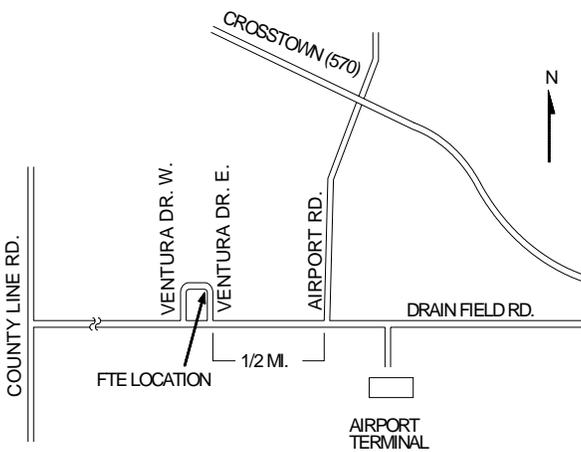
Although unable to find and credit the original source, the following knowledge of first aid is always helpful. The simple steps outlined might save a life or lessen later complications. None of us is getting any younger. Spread this around as you see fit.

#### **Stroke Identification:**

A neurologist says that if he can get to a stroke victim within three hours he can *totally* reverse the effects of a stroke. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within three hours, which is tough.

#### **Recognizing a Stroke:**

Remember the "three" steps, S.T.R. Read and learn! Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a



Please **DO NOT PARK ON THE GRASS** at FTE or his neighbors.

stroke. Now, doctors say a bystander can recognize a stroke by asking three simple questions:  
**S:** Ask the individual to smile.  
**T:** Ask the person to talk and speak a simple sentence coherently. (i.e. It is sunny out today.)  
**R:** Ask him or her to raise both arms. If he or she has trouble with any one of these tasks, call 999/911 immediately and describe the symptoms to the dispatcher.

**New Sign of a Stroke**  
 Another sign of a stroke is this: Ask the person to stick out his tongue. If the tongue is crooked—goes to one side or the other—that is also an indication of a stroke.

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*A special thanks to David Mills of the Thermal Thumbers of Metro Atlanta for providing this information.*

Coming Area Events

**Spring Pylon Race**

March 29 - 30  
 Newell Terry Field  
 Mulberry Florida  
[www.imperialrcclub.com](http://www.imperialrcclub.com)

**Sun 'n Fun**

April 8<sup>th</sup> - 13<sup>th</sup>  
 Lakeland Airport  
[www.sun-n-fun.org](http://www.sun-n-fun.org)

**OFMC Spring Fling 2008**

April 18, 19 & 20  
[www.ocalaflyingmodelclub.com](http://www.ocalaflyingmodelclub.com)

**Air Fair 2008**

April 19<sup>th</sup> - 20<sup>th</sup>  
 Sarasota R/C Club  
[www.sarasotarc.com](http://www.sarasotarc.com)

**Top Gun**

April 23 - 27  
 Lakeland Airport  
[www.franktiano.com](http://www.franktiano.com)

**INSIDE IRCC**

*BY Larry Loucks*

**SAFETY.** Rules and regulations, written or unwritten usually have a basic underlying reason for being there.

Most employers are required to provide an annual 8 hours of OSHA Safety Training to their employees, we all have had some form of mind numbing, repetitive and boring safety training in the workplace. Lift with your legs, watch for overhead hazards, and don't stand on the top rung of a ladder.

We train our new pilots in the basic safety aspects of RC Modeling, propellers cut, engines are hot, don't fly in the "NO FLY ZONES", check your radio, restrain your airplane.

As part of my Pattern Flying activities I go to several different fields to fly and practice, during some conversations people find out that I am from IRCC and a couple of times I get the comment of "I used to belong there or I would fly there but...you guys have too many rules."

During one of our meetings we discussed the rules issue and Vice President Allen Sale volunteered to do an evaluation of our current rules to see if indeed we did have "too many." Allen is not a real "rules" kind of person, he doesn't like rules that are arbitrary or are mostly useless, he did not find a single rule on our books that he could not live with and we agreed that all of our rules were pertinent and necessary, particularly safety rules.

When I am at some of these other fields I watch and check with the other flyers to see what the basic rules are about no fly zones, frequency control and general safety. The one thing I have noticed is that restraint of the airplane is not used very much. I have even been told that I do not need to restrain my plane because we never have any problems here.

Well I had a problem. I was at a private airfield / pasture where there were not very many rules. I had flown my plane, landed and taxied back toward the pit area. About 60 feet in front of the pits I stopped and hit the throttle cut with the airplane facing the pit area, very similar to our field and the yellow lines on the taxi way.

The engine did not quit running. I bumped the throttle a couple of times to try to stall it, then I cut the throttle trim back as far as it would go and the engine still did not stop. At this point I decided to go into the radio programming to change the end point of the throttle servo to see if I could stop the engine.

As a matter of habit and our safety training that I received as a new pilot at our field I automatically stepped over the plane to restrain it with my legs while I programmed the radio. About the time I got into the programming screen the engine instantly jumped to full throttle, the horizontal stabilizer hit me in the back of the ankles which stopped the plane from forward movement.

Now I had to figure out what to do with a 12 pound airplane at full throttle with an 18" prop turning about 8500 RPM that wanted to go into the pit area with people and parked cars. I had absolutely no control over the throttle with the radio. It seemed like it took 5 minutes but was probably only a few seconds, I looked at the engine and saw that the spinner was sticking out in front of the cowl about 2 inches and wobbling around.

I thought about picking up the tail and letting the prop strike the ground to stop the engine but thought that the engine might break loose and fly off to hit someone. I finally removed the canopy, pinched the fuel line and shut down the engine. It seemed like forever.

After cleaning up the mess in my pants, I removed the cowl and discovered that both engine mounting beams had broken which let the engine move forward giving it full throttle, while only being held by the throttle linkage and the cowl screws.

Thanks to our rules and safety practices, my Instructors and the safety training I received, no one was injured, my airplane was not damaged and this is not a horror story of someone getting hurt.

Sometimes Safety training and rules actually work and pay off.

**OUR NEXT MEETING IS: April 3<sup>rd</sup>**  
*Check out the directions to our meeting place.*