

CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

New Members

None Reported at the March Meeting

**Our next club meeting is:
Thursday April 2nd at FTE.
There is important business to be
conducted, so plan now to attend.**

5th Annual Southern 500

Mulberry, FL. March 20-22

By: Scott Smith

The weather for this years Southern 500 was in low 80's during the days and upper 50's at night for the entire weekend, but the real story was the winds. Our area has been very dry for the past few months, and the parched ground and abundance of pollen in the air proved it. Between the extremely high tanning index (*read as sunburn potential...*) and winds quartering from the left of turn one at 15 plus higher gusts, the pilots would have to be on their game to make flying adjustments all weekend.

Friday, March 20, was the official practice day for this year's Southern 500, and it was nice to see so many competitors there ready to put the finishing touches on there preparations for this years event. Before lunchtime, the air was alive with the sweet sounds of Nelson's, Jett's and Thunder Tigers. 422, 424, 428 and FAI planes took advantage of the pre-race calm to check trims and acclimate to the course. I love the light atmosphere of a practice day to chat with racing friends and catch up on their lives. Before the practice was over, there were probably 20 or more guys enjoying the day together.

Saturday, March 21, would change all of that! After morning practice, registration, pilot meetings and all was finally completed, we got the first heat in just before 10am. The wind was apparent with the 424 and 428 guys realizing it took a little longer to get to turn one than expected! Marcus Blanchard's day began bad with loosing his plane in the first heat in a crash. There was a flurry of cuts on one, and a lot of tempers to prove it. After a few re-flies, arguments, a slow morning and having to switch the lane lights due to a malfunction in the cut lights on a

lane, we were ready to due lunch and make some course adjustments. Jim Purdue does a wonderful job with the lighting scoreboard, and had it working perfectly in a matter of minutes (*Thanks Jim!*). The afternoon went much faster and was full of close heats as well as some scattered planes! The only serious incident during the day was in the final heat Jerry Elert got his hand a little too close to a prop and took some on site first-aid and a trip to the hospital. Jerry needed 9 stitches but should be back racing soon. We got in 5 rounds and two fly-offs by 4pm, and I think most of the pilots were satisfied and ready to stop for the day. The results were:

428 results	After 5 rounds
Stephen Vaclav	**1:06.24 14 (<i>Fast Time</i>)
Gary Freeman Sr.	1:09.73 12 (<i>Fly-off</i>)
Bryan Blanchard	1:12.59 12 (<i>Fly-off</i>)
Gary Freeman Jr.	1:07.92 11
Adam Grim	1:15.07 11 (<i>First 428 race!</i>)
Dennis O'Brien	1:09.33 10
Matt Fehling	1:10.13 10
Tim Yousey	1:14.49 10
Randy Etken	1:15.34 9
Jim Purdue	1:22.21 9
Jerry Elert	1:19.05 7
Randy Bridge	1:12.77 6
Jonathan Purdue	1:17.15 4
John McDermott	1:10.50 2
Ray Coletto	1:16.89 1
Marcus Blanchard	0:00.00 0

424 results	After 5 rounds
Phillip Millner	1:42.62 14 (<i>Fly-off</i>)
Jack Fehling	1:46.64 14 (<i>Fly-off</i>)
Richard Zisa	1:56.22 10
Don Luce	**1:42.23 9 (<i>Fast Time</i>)
Robert Rau	1:50.29 9
Robert Berry	1:51.98 9
James Creech	1:57.69 9
Robert Greer	1:59.12 8
Rick Ruede	1:59.12 5
Lindwell Bradley	1:59.55 5

Sunday, March 22, got off to an earlier start with the first round off by a little after 9am. The guys had a better feel for the wind today, and a lot less cuts in one was the proof. It didn't take long for the carnage to start in quarter 40. Heat two had a late starting plane which was almost down to one when the leaders caught up to him. John McDermott's plane was overtaken and became part of a very dramatic mid-air with Dennis O'Brien's plane. Both planes were destroyed with one of them out between turn one and the judges and the other out beyond the pits. I know they had the attention of the crowd instantly, with all the gee rs of excitement it caused! The times were fast all day, with the fast time benchmark being set at 1:00.80 in the first heat and being chipped away at all day long. There were a bunch of close heats in 424 & 422, with a lot of guys in both classes turning good times, despite the winds. We got 5 rounds in by 3pm and called it a day as

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

some much needed rain was coming and so that everyone could get on the road and home to their families. The final results were:

<u>422 results</u>	<u>After 5 rounds</u>	
Randy Bridge	1:00.60	15
Stephen Vaclav	1:00.07	14
Ray Brown	**1:00.03	13 (<i>Fast Time</i>)
Tim Yousey	1:06.15	12
Matt Fehling	1:03.24	11
John McDermott	1:03.57	10
Ray Coletto	1:09.03	10
Gary Freeman Sr.	1:11.10	10
Marcus Blanchard	1:02.07	9
Bryan Blanchard	1:03.35	8
Jonathan Purdue	1:06.94	7
David Doyle	1:08.33	7
Randy Etken	1:10.08	7
Gary Freeman Jr.	1:01.27	5
Mario Travieso	1:12.58	2
Dennis O'Brien	0:00.00	0

<u>424 results</u>	<u>After 5 rounds</u>	
Phillip Millner	**1:41.38	14 (<i>Fast Time</i>)
Don Luce	1:45.19	12
Robert Berry	1:50.02	10
Jack Fehling	1:45.74	9
James Creech	1:50.10	9
Robert Rau	1:53.02	8
Richard Zisa	1:54.47	8
Lindwell Bradley	2:08.49	8
Robert Greer	0:00.00	0

I would like to thank all of the pilots who came, and I hope you had a great time while you were here. Also a big thanks to all the club members who gave up their weekend to make this event possible for us; **THANKS!** We look forward to seeing you at one of the other SEMPRA races, as well as back here in October for the 6th Annual Mulberry 500. See ya' soon...

TIPS FOR CLUBS

AMA Nationwide Membership Drive 2009

Goal: To utilize/involve the Academy's largest outreach component—the membership—to recruit new members for the AMA so more people can participate in the fun of flying model airplanes.

Time Frame: April 1-September 14, 2009.

Methodology: Train, equip, and challenge the Academy's leadership with the knowledge and materials that will encourage and empower the average AMA member to recruit new members.

Relationships to other AMA membership-development programs: The Bringing Modelers Together Challenge replaces no

current AMA membership-development program. All prizes and awards that are currently in effect will be honored in addition to the new incentives developed for this effort.

Membership Drive: This effort will center on a competition between the following groups to sign up the highest number of new members*. Awards/recognition will be given to the highest producer in each division.

Club to Club: The highest number of new members* gained through the efforts of the club. Does not require that new members join the local club, but it is greatly encouraged. Calculations are based on new membership applications* with a club-orientation designation noted from April 1 through September 15, 2009.

There are five subdivisions for clubs in this competition: Small, membership of 5-10; Medium, membership of 11-24; Large, membership of 25-49; X Large, membership of 50-99; XX Large, membership of 100 or more.

Awards:

1. Recognition in MA/Park Pilot and all Web sites as the top-producing club in each respective category.
2. Brick in AMA "Walk of Fame" in new club-recognition section denoting club winner for 2009.
3. AMA banner and plaque proclaiming that "TBA club signed up the largest number of AMA members in 2009."
4. Waived recharter fees for 2010.
5. Cash award of \$500 to club.

District vice presidents are encouraged to develop a corresponding intradistrict "Bringing Modelers Together Challenge" program, with recognition and awards within their respective districts, to encourage participation.

The AMA will develop support materials that can be used by AMA vice presidents, AMA associate vice presidents, AMA Leader Members, and AMA's general membership to recruit new members from April 1-October 2, 2009.

Materials/Actions Needs:

1. Program-announcement materials and communications to AMA leadership and members.
2. AMA application forms.

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday April 2nd and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

3. FAQs sheet on membership recruitment.
4. Poster suitable for club bulletin board, announcing the "Bringing Modelers Together Challenge."
5. Online registration to allow a sponsor/referring member or club to be recorded/tracked.

IRCC Meeting Minutes

March 12, 2009

Minutes recorded by:
George Nauck, Secretary

Larry Loucks called to order with 18 members and one guest.

Minutes from last meeting approved.

Treasurer Report: \$***** in bank account and \$***** in CD.

Florida Jets – Raffle netted around \$***** thanks to "bulldog" Sundy. FTE gave us check for \$*****. We made \$*** off of David Raff's kit sales. Larry Louck's charcoal baked pork loin sandwiches were fantastic.

Membership – We have 78 with 8 juniors and of the 78, 20 are new members.

Field Maintenance – Tractor is still hanging in there. No new hog roots, but lots of armadillo roots. We will be having a field workday soon.

Set Saturday, April 4th for another Family Day and Swap Meet.

Safety – We had a serious discussion about the need for every club member to be a "safety officer" and to courteously remind anyone and everyone who is observed violating or pushing the envelope on field rules. We need to strictly enforce the no-fly area on the west over Badcock property, The incident Thursday morning in which flutter ripped the tail section off a big plane with a 100cc engine, sending it plummeting down nose first could have killed someone or penetrated the roof or a trailer, and it might have ended up in a store in North Carolina. Fortunately, it happened where the pilot and I were able to dodge it successfully. We still have some pilots getting south of the runway's extended lines east and west, and this needs to stop if the pilot is conscious and has control. We need to police the use of some form or restraint for engine starts, and all planes should be started at the pavement or beyond. Electrics should not be run up in the shelter. They are instant, powerful, and potentially dangerous. They can also throw props and debris.

Instructor Reports – have soloed two new youth pilots who are doing very well. David Raff either donated or loaned the club a nice OS 46 engine for the club trainer, and it is now performing reliably. It has been converted to a tail dragger by accident.

Future Events – Pylon race on Saturday and Sunday, March 20-21. We are not getting enough participation from members to properly man some of our events. May have to cater the noon meal for the pylon race.

Sportsmanship Award – Unanimously voted for David Raff for providing an engine for our trainer and for his innovation and persistence in creating a great kit for electric F-22 Raptor and "wholesaling" to club for added revenue at Florida Jets.

David DeWitt brought his BVM Bobcat and gave a very informative presentation on how jets work. He also won the 50/50.

The meeting adjourned at 8:24 to allow everyone to go outside and see David glow in the dark. (His jet, that is.)

Drilling Bolt Holes

*By Rick Giannini, Desert Hawks R/C Club
From the Schoolcraft Skyhawks, Portage, Michigan*

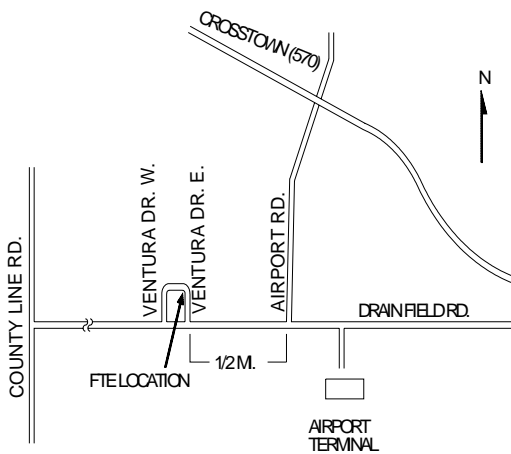
On most of the glow engines we use today, the propeller reamers that are currently available usually work for propeller hole enlargement. However, when we move up to larger engines, there is a need for a hole larger than the reamer is capable of making.

If you have a drill press, try this:

- Move the drill plate off to the side a few degrees so the hole is not under the bit chuck.
- Drill and tap a hole for a ¼-20 bolt.
- Thread a ¼-20 bolt up from the bottom of the plate roughly ¼ to 3/8 of an inch.
- Bevel the end of the bolt with a ¼-inch bit.
- Set a new propeller over this short alignment pin (bolt) and accurately drill the larger propeller hole.
- Center the pin using the beveled tip of your drill bit to align it.
- Drill about halfway down the propeller hole, move your plate back to the regular position, and continue to drill through the propeller.
- Hold the spinner firmly to prevent spinning.

If your engine uses a multibolt hub, the front plate usually has a short-threaded post for a spinner bolt. This post is conveniently the same size as the factory centered hole on a big wooden propeller. Put the front plate on the propeller with the post in the hole and drill the outer holes as needed.

I suggest that if you are drilling larger propellers, you use a drill press. If you try this by hand, it is practically impossible to get an accurate hole, and on larger propellers, you get a lot of vibration from an inaccurately centered hole.



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

Coming Area Events

AirFest 2009
 March 28th & 29th
 MacDill AFB, Tampa

IRCC Family Day & Club Swap Meet
 Saturday April 4th

Sun 'n Fun
 April 21 – 26
 Lakeland Airport
www.sun-n-fun.org

Air Fair 2009
 May 2 - 3
 SRQ IMAA
 Mike Winter: 941-966-7786
mikeandeva@comcast.net
www.sarasotarc.com

Top Gun
 May 6 - 10
 Lakeland Airport
www.franktiano.com

Imperial R/C Club, Inc.
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Don't forget the stamp

OUR NEXT MEETING IS: April 2nd
Check out the directions to our meeting place.