

## CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

No report this month

### New Members

Proposed at the February Meeting

None Reported

## PLANES – TRAINS & AUTOMOBILES

From: David Raff – IRCC V.P.

SATURDAY APRIL 23<sup>RD</sup>, 2011

10:00 – 3:00PM

PLANT CITY AIRPORT

Full Scale Aircraft display - Antique and classic car display - Large model railroad display – EAA Young Eagles program and more!

Full scale aircraft rides and activities for Boys and Girl Scouts seeking to earn their Aviation Merit Badges.

Entertainment - Vendors - Fun for all!

**IRCC Members** – Come and join your fellow club members and show off your pride and joy!

We have been asked to represent the Radio Control Aircraft community and the hobby as a whole and have been given a very large area for a static display set-up . At this time, we are actively looking for volunteers who would be interested in setting up a display of their favorite fixed- wing airplane(s) – helicopter(s) - jet or other (anybody have a flying lawn mower or other unusual "flying" contraption?).

We are also looking into setting up coordinated times for flight demonstrations through-out the day. Who know, you may get a chance to show off your skills as a pilot in front of a crowd as well!

For more information or to sign up, contact:

David Raff [raff7113@msn.com](mailto:raff7113@msn.com)

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

Steve Baxley [stevebaxley@msn.com](mailto:stevebaxley@msn.com)

"Ron" Walter [rwalt2@hotmail.com](mailto:rwalt2@hotmail.com)

**Our next club meeting is:  
Thursday March 10<sup>th</sup> at FTE.  
Plan to attend and see what's new.**



## Florida Jets

March 2nd - 6th

Paradise Field / Lakeland Airport

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

## AMA Vision

We, the members of the Academy of Model Aeronautics, are the pathway to the future of aeromodeling and are committed to making modeling the foremost sport/hobby in the world. This vision is accomplished through:

- Affiliation with its valued associates, the modeling industry and governments.
- A process of continuous improvement.
- A commitment to leadership, quality, education and scientific/technical development.
- A safe, secure, enjoyable modeling environment.

## AMA Mission

The Academy of Model Aeronautics is a world-class association of modelers organized for the purpose of promotion, development, education, advancement, and safeguarding of modeling activities. The Academy provides leadership, organization, competition, communication, protection, representation, recognition, education and scientific/technical development to modelers.

## The Importance of Setting Headings

by Mike Lynch  
Circle City Flyers of Corona, California

One of the first goals of flying RC is to be able to make smooth, level turns. As early as your first practice flight, your instructor will tell you to bank with ailerons, maintain the turn with the elevator, and straighten with the opposite

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*Courtesy and  
Common Sense  
Keeps R/C Modeling  
Fun for Everyone.*

aileron. The goal is to maintain a smooth turn with no gain or loss of altitude. The time it takes to master this first step varies from one beginner to another. And the good feeling you get from mastering this step is but one of many you will enjoy as your flying improves.

With this step mastered, you will be able to "keep the airplane in the air." However, you may not be able to enter and exit the turns you make as predictably as you would like. You may find that the airplane is flying you, wandering all over the flying field. The second step to flying is to master entering and exiting turns precisely—and the importance of this step cannot be over assessed. As you begin learning how to land, it is mandatory that you are able to exit your last turn (during final approach) in a manner that has you perfectly aligned with the runway. You can master this very important talent only by knowing how to set headings.

Practice with figure eights. Once you are relatively comfortable making smooth, level turns it is time to begin practicing more precise turns. Figure eights are excellent for this purpose because they force you to make left and right turns equally to avoid the "I can only turn left" syndrome. To begin, we recommend making left turns on your right side and right turns on your left side. This way the airplane will always be turned away from you. (Many beginners feel uncomfortable when the model is coming directly at them, even in a turn.)

At first, you may find this quite difficult. The goal is to exit each turn with the airplane heading directly toward a corner of the field (with the center of the figure eight directly in the middle of the field). You will find that you must begin exiting the turn slightly before your desired heading is reached, which can be tricky. Your first few attempts will probably not be perfect and will force you to make minor corrections; you must be quite gentle with the controls to avoid over correcting. Once you have mastered, reverse the direction of the figure eight and start again (right turns on your right side, left turns on your left side).

Always remember the importance of setting headings. As you practice landings (and even after you have performed your first solo), whenever you are having problems setting up your headings, go back and practice figure eights.

**Tips & Tricks**

**Sanding Tool**

*Mike DaBiere*  
*Front Line Flyers, York, Maine*

While repairing a couple non-removable wing struts in the connection joint at the fuselage (Fokker D-VIII), I used a small amount of spot putty to correct some gaps in the wood strut. When next to the fuselage, it gets quite tight limiting the sanding process.

I attached a small piece of self-stick sandpaper to one of my wife's best butter knives to reach into this tight spot. After all, nothing is too good for modeling use. Works great.

Also can be used to reach into the fuse or wing if needed to sand. Use a round item such as a pen or pencil for a radius.

**IRCC Meeting Minutes**

February 3<sup>rd</sup>, 2011

*Minutes recorded by:  
George Nauck, Secretary*

Meeting called to order at 7:30 sharp by Larry Loucks. Had 20 members plus Carol Moore visiting with husband Howard.

Treasurer Roger Pilkenton reported that membership renewals are coming in nicely with 74 already renewed. This has our checking account at roughly \$xxxxxx. However, our annual cost of operations for the club is roughly \$xxxxxx with the \$xxxxxx annual rent for the field. Portapottie and waste removal are roughly \$xxxx per month.

There was a complaint that the portapottie service does not refill the hand sanitizer. Roger stated that he would call the company the next day.

**Field Maintenance** – Ian Clark reported that one of the starting tables had been broken, but was repaired. It was asked if we needed another starting table. There was a discussion about these being for starting and NOT for storage. It is inconsiderate to leave airplanes on the tables for prolonged periods. There are people who may have difficulty starting engines at ground level. Howard Moore offered to make a construction drawing if we needed one. It was stated that the design can be found on the internet. Steve Baxley said he intended to fabricate one out of aluminum.

Safety - George Nauck reported that

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday March 10<sup>th</sup> and starts promptly at 7:30pm. Remember to bring a chair if you want to have a seat.

club rules are not always being followed for starting engines. It was agreed that airplanes should be on the flight line or equivalent, pointing north when starting, and that helicopters should not be started inside the main shelter.

Training – There are several trainees currently. Tony Galluppi has soloed and is practicing with his .40 trainer. He bought the club a Hobbico trainer and Mason assembled it with the equipment from the old trainer. John Pasemko expressed a difficulty getting instruction. It was stated that weekend mornings generally have numerous instructors available. George reported that after testing the Orange Spectrum-compatible receivers on his T-28 foamie, and flying it almost out of sight with no loss of signal, he installed the receivers in both trainers, high wing and low wing. This is to eliminate the radio hits that have been very common on 72 mhz channel 40, which may have contributed to loss of prior trainer airplanes. The JR DX6I transmitter has Models 1 and 2 programmed for the HIWG TNR and LOWG TNR respectively, so use another model number if using the transmitter as a slave to other transmitters.

David DeWhitt stated that approximately 30% of receipts for staffing Tiano events goes to provide lunch for club member volunteers. Following a discussion, the motion was made, seconded, and approved to not provide lunch until such time we find a field with lower rent.

Don LaPointe stated that he felt that there would be a better attendance at club meetings if they were held where chairs were provided and more space was available. It was stated that there has not been any complaints about the meeting site. There was some discussion about the possibility of a future relationship with SunNFun or Florida Air Museum or the New Aerospace Academy that would provide a meeting room. President Larry has some discussions in progress.

Planes Trains and Automobiles at the Plant City airport is coming up on April 23<sup>rd</sup>. David Raff circulated a list for volunteers to bring an aviation display. We may also be able to provide flight demonstrations,

Capt. Mike responded to a request for status report on his C-130. Mike is going for world record of time to get an ARF airborne.

Pylon Race will be up coming in March.

Florida Float Flyers invited anyone interested to attend an event on April 9<sup>th</sup>.

Sportsmanship award was presented to Mason Benefield for his ongoing help in building airplanes for club members and club trainers.

Meeting adjourned at 8:50 PM.

## **RC Helicopter Safety: Not Just for the Novice Pilot**

*by Bill Zydycryn*

Tri County R.C. Club, New Jersey

Learning to fly and build RC helicopters is very rewarding. Today more people are getting into the hobby either as first time helicopter pilots or fixed-wing pilots who have shown an

interest in learning to fly RC helicopters. RC helicopters, electric or nitro need to be given the proper respect to keep your flying experience safe for you, the flightline, and observers at the field. Remember RC helicopters are not toys. You can get severely injured if you get careless!

So let's discuss safety. It begins at the building stage of your helicopter kit. Most kits today contain written instructions with illustrations for each component in the building sequence. Some assemblies may require Loctite to keep them from vibrating loose. Make sure you do not overlook this important step. Cleaning the cap head screws with alcohol before assembly removes the oil residue from the screws and helps the Loctite bond more effectively.

Generally speaking, blue Loctite is recommended throughout the building process. Red Loctite should only be used for permanent bonding. If the instructions call for using nyloc nuts, you don't need Loctite. Also substitute CA instead of Loctite when inserting cap head screws, set screws, or ball links into plastic. Loctite tends to make the plastic brittle.

Servo wiring: Keep your servo wiring as neat as possible, check your servo wire clearances around bellcranks, control rod linkages, etc. Avoid routing servo wires close to anything that is going to generate a lot of heat. Also, carbon fiber frames look cool but be careful how you run your wires through the side frame holes. The edges are sharp and can cut your wiring. Use plastic spiral wire wrap or tape for added protection. When you have multiple servo wires to bundle, use soft Velcro straps—avoid plastic tie wraps. Over time the vibration can create chafing on the servo wires directly beneath the tie wrap.

Gyros: If you are running a gyro or 3G flybar-less module, secure it (if you can) with a Velcro strap or a plastic tie wrap just in case the double-sided tape fails.

Receivers: Add a bead of clear silicone sealant across the top and bottom of all the servo wires that plug into the receiver. The silicone will help prevent any servo wire from backing out because of vibration.

Servo arms: If you are using metal gear servos, place a very small amount of Loctite on the machined screw that holds the servo arm onto the servo. You don't want these screws backing out from vibration.

Flight controls: Once all your electronics are installed, check the movement of your swash plate, throttle, ailerons, elevator, pitch, and tail rotor. Make sure they are moving in the right direction in response to your stick commands.

Final build double check: Start at the top, front, or tail of the helicopter. Thoroughly check all Phillip head screws, set screws, ball links, cap head screws, etc. Retighten and Loctite anything you missed during the initial building phase. Check your receiver, gyro, speed controllers, governors, batteries/li-polys, and muffler to ensure everything is secure. Fit your canopy and make sure it does not interfere with any control rods, bellcranks, or servo wires, etc. When you think you have completed your model following the manufactures

instructions and it's your first build, don't run out to the flying field or your backyard to attempt to hover or fly it. Have an experienced helicopter pilot check it out. It could save you money in repair costs, but more importantly it avoids potential injury to yourself and others.

Fail safe: Most of the popular helicopter and airplane transmitters today have a "FAIL SAFE" program built into the radio. The fail safe is designed to return your throttle to the idle position if you lose the signal to the receiver. But keep in mind you must manually activate this program and set an idle for each model you have stored in your radio!

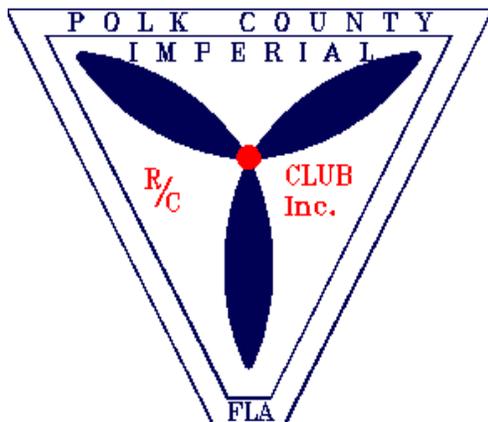
Before you head to the field, make sure your onboard Nicad's or Li-Polys are fully charged as well as your radio. If you are thinking about flying that old helicopter that has been sitting around for a while, check it for loose/cracked ball links, servo arms, and linkages. Replace with new ones. Clean your blades and look for any stress cracks, chips, or ripped covering, etc. Do not fly until the damaged blade or blades are replaced and rebalanced.

At the field: Prior to starting your helicopter in the pits, users of non-2.4GHz transmitters should put up a frequency pin and make sure your channel is clear before you turn on your transmitter. Do a range check. I repeat do a range check! Keep everything not needed to start your model a safe distance away. Avoid loose clothing. Take a look at your radio; make sure all switches are in the correct position for starting. Make sure you have selected the correct model you are about to start.

Starting the engine: Check to make sure your throttle stick is all the way down. Use your throttle trim to start your engine. Hold one blade grip firmly while you engage the starter and spin up the engine. Once you have a reliable idle you can head for the flightline, by either holding the throttle stick down with your thumb or engage the throttle hold switch on the transmitter (preferred method). The throttle hold switch is a flight mode that must be programmed by you (usually based on a % that corresponds to a specific engine idle setting for that model). The safety benefit of this feature is, should you accidentally bump your throttle stick to high throttle, your engine will remain at idle with no clutch engagement to the main shaft and rotor blades.

Getting ready to hover/fly: Keep a safe distance (25-30 feet) between you and the helicopter. Do not spool up your model at your feet. Avoid hovering at eye level for obvious safety reasons.

Other safety considerations: Do not fly alone. Keep a small first aid kit in your flight box. Never hold the helicopter by the skids with the blades spinning. Most of all use common sense!



## Coming Area Events

### Florida Jets

March 3-6

Lakeland Airport

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

### IRCC Spring Pylon Race

March 19 – 20

Club Field

Scott Smith - [ssmith4710@aol.com](mailto:ssmith4710@aol.com)

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

### Sun N fun

March 29 – April 3

Lakeland Airport

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

### MacDill AirFest

TBA

### Planes Trains and Automobiles

April 23<sup>rd</sup>

Plant City Airport

IRCC will be participating

Contact: David Raff

863-521-4226 [raff7113@msn.com](mailto:raff7113@msn.com)

### Top Gun

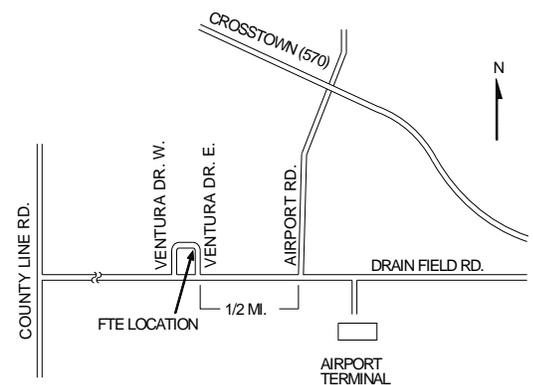
April 27 – May 1

Lakeland Airport

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

Here is where we meet each month.

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



**OUR NEXT MEETING IS: March 10<sup>th</sup>**