

THE FLIGHT LINE

By David Raff – President

Here we are again – in the final months of a “Presidential Election Year”. Most of what we are hearing at this point is - This one is promising this and that one is promising that”. This one did that and that one did this or this one didn’t do this and that one didn’t do that! And then there’s - This one promised to do this and didn’t and that one promised to do that and he didn’t either. Kind of the same old story over and over again!

Don’t worry! You will not find me using this medium as a way to express my own political viewpoint. That would just be wrong!

I do have just one question....

Where is Ross Perot when you need him????

Not only is it time to elect a new or re-elect the incumbent as the leader of our country - it is also time to start looking at who will be leading your Imperial Radio Control Club into the next year. With so many “NEW” members I thought that it would be a good idea to use this month’s article to make sure that everyone is aware of the elections process for the IRCC. Under the AMA guidelines for Charter Clubs and our own By-laws, we must hold annual elections for the positions of club officers prior to the end of the existing calendar year.

This includes the President, Vice President, Secretary and Treasurer. The “Term of Office” for these positions are based on a (1) one year term and voted on by the club membership.

This past year, these positions were held by the following members:

Club President: David Raff

Club Vice President: Robert Russ

Club Treasurer: Gary Snyder

Club Secretary: George Nauck

In addition to the elected officers above, the club leadership also includes a Board of Directors consisting of the President and three additional members or Directors. Like the “officers” above, the Director positions are also an “elected” position however their “term of office” runs for a consecutive three year period. Your Directors at this time are:

Mason Benfield

Steve Baxley

Rick Ruede

This has been Rick’s third year which means that in addition to the officer’s positions, we will need to fill one Directors seat for next year.

Nominations for anyone wanting to be considered to fill the positions above will be accepted at the October meeting. To be considered, you must be a current AMA member and have held an adult IRCC membership in good standing for at least the past twelve months. The slate of nominee’s will then be posted and published in the subsequent issue of the club newsletter with final voting to take place at the November meeting in accordance with the IRCC By-laws.

For the purpose of being able to get as many members in attendance as possible, the next two meetings (October and November) will be held at the club field on the first Saturday of the month at 9:00 AM. A reminder will be sent to everyone by email as well as be posted at the field.

Until next month – That is all from “The Flight Line”.

**The Next IRCC Club Meeting
will be held on Saturday,
October 6th, at 9:00 AM at the IRCC
Flying Field.**

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

IRCC Meeting Minutes

September 8, 2012
Recorded by George Nauck, Secretary

President David Raff called meeting to order at 10:45 AM. A quorum was present.

August meeting minutes accepted.

Financial Report – Finances for year are in excellent shape. Checking account at \$X,XXX. Forecast is to end the year with a surplus.

Now at 107 members. Dues will remain at \$200 for 2013. New members joining now will get the balance of this year and all of 2013 for the \$200 membership fee.

Field Maintenance – Previously, we discussed whether to replace the ropes that separate the parking and spectator area from the flight lines. It was approved at today's meeting to go ahead with it. Ian will secure the necessary rope and materials. There was a discussion about looking into the possibility of sealing the runways and taxiways. It has been determined that the cost will be in the neighborhood of \$4,000. This will be decided later. It is planned to edge the taxiways prior to the upcoming FAI Qualifications.

Safety – No safety issues have been reported.

Instructors report – Larry Loucks continues to help anyone needing assistance and/or instruction. George Nauck continues to provide orientation flights and instruct as requested. Larry suggested that in the future we may set up advanced instruction for those who want to further their skills and increase their risks! David Raff, Dan Hudson, and Robert Ruff plan to be added as club orientation pilots through AMA.

Website – John King is continuing work on a website upgrade. It is looking great, and he plans to have an emphasis on the availability of free lessons and help for newbies. Will have information about the club and all of the instructors.

Past events- Those who visited Fantasy of Flight had rave reviews. Kermit flew the

P-51 Mustang, much to their delight. There is still time to take advantage of the special 2 for 1 admission through September.

Mention was made that we have several members who are National Champions. Dennis Obrien won Quickie championship, and Randy Bridge was quarter midget and overall champion at National Meet. Chris Odom recently placed 5th in Pattern Nationals.

Future Events - We will hold FAI Qualifying event in September 27-30. Scott Smith will need volunteers.

October 19-21 will be our Mulberry 500 pylon race event for SEMPRO. Scott Smith will again need lots of volunteers to run this event.

November 9-10-11 –IRCC will host a Helicopter Event at the club field.

November 17 – Steve Baxley is continuing organization work for a one-day electric Fun Fly.

David Raff announced that we are approaching officer nominations for the 2013 year.

The sportsmanship award went to Robert Russ for the excellent service he provides with tractor maintenance and field mowing. He has kept both in great shape for us. Every member needs to express their appreciation to Robert.

Plane of the month was displayed by Kurt Beauhler. It was a Prather Little Toni Formula One Pylon Racer, powered by DUB JETT .56LX. The airplane is approximately 35 years old! Can't tell it by the looks!

Meeting was adjourned at 11:38 AM.



The IRCC monthly club meeting will be held at IRCC Flying Field.
The next meeting will be on Saturday, October 6th and will start promptly at 9:00 am.

3-D Vision

By: Jim Tiller, On the Safe Side Author
From the AMA Insider Newsletter, September 2012

My home overlooks a small lake. This summer, with the continuing drought, the lake is nearly empty. The fish are pretty concentrated in the remaining water. For the past couple of weeks the pond has been visited each morning by a red-tailed hawk looking for an easy breakfast. I have been fascinated watching him glide back and forth, drop to the water, and come up with a silvery meal.

I was reminded of a biology lecture on depth perception. Some birds and many mammals have both eyes in front of the head so they have binocular vision. That means when both eyes, some distance apart, focus on the same object they can judge the distance to that object by comparing the two slightly different views. Picture a triangle with the base of the plane on your face and each eye being one triangle corner. The apex of the triangle is the object in question. This stereoptic view of a single point creates what is called parallax. For animals, it is particularly useful when determining the immediacy of a threat or the distance to prey. Humans use it for everything from hitting the cup with poured coffee to successfully making a right turn onto the taxiway.

If you think about this method of triangulation, it should be apparent that parallax is limited to objects that are fairly close. The distance between your two eyes is just a few inches and as an object gets farther away, the parallax triangle becomes less and less visually accurate quite quickly. Most humans can only judge depth, with any accuracy, to about 75 feet.

So how do we fly our airplanes in a 3-D world where we must determine the distance to objects much farther away?

Since you were a baby you've been gathering information that you use to supplement your binocular visual cues. We learn that the apparent size of an object increases as it comes nearer and decreases as it goes away. We learn that near objects are colorful and far objects fade to grayer shades. We learn that water towers are generally taller than trees. We learn that objects that block our vision are closer than the objects they hide. These are just a few examples of how your brain deals with distances in your visual world.

But this also means that our eyes can easily draw a wrong conclusion if they are given conflicting visual cues. You have all seen optical illusions. This is the reason our brains can see depth in two-dimensional pictures or photographs. Artists have mastered the ability to make two-dimensional objects appear to have depth, by manipulating those visual cues.

So much for the biology lesson, what does this have to do with safety? By and large, the only sense you use when flying RC is eyesight. You will have to be constantly aware that your 3-D vision is limited and you must learn a new set of rules for dealing with depth or the lack of it.

Keep some daylight between your landing airplane and the field fence until you are sure it is inside the fence perimeter.

If you fly your giant-scale airplane just after a small one, be aware it may appear closer than it really is. Try to glance away from your model occasionally and search your peripheral vision for other objects that can give you visual cues.

Adjust your flight path to keep daylight between you and any other airplane in the sky.

Never fly directly over anyone when your airplane is close to the ground, regardless of how distant they may appear to be from you.

When you range test your radio, make a mental note of its apparent size when you are 100 feet and 200 feet away from it.

Darker colors will appear farther away than brighter colors. Make the pattern on the top of the wing different than the bottom.

A person with 20/20 vision has no better depth perception than the person wearing trifocals.

It is our binocular vision and our accumulated knowledge that keeps us safe, but in the same breath, never forget how easily our human eyes are fooled.

Field Maintenance Report

by: Ian Clark

The field is a little soggy so if you have to recover an airplane, be careful if you drive to get it. There are areas where your car could sink in.

Both wind socks by our buildings have been replaced. They were getting pretty tattered. The one at the Northwest end of our property will wait until the field is a little dryer.

At the meeting, we talked about the yellow rope we use as a barrier and it was decided that we needed to replace it. This time I got a better quality rope and restrung it. It should last a lot longer.

As always, if you have any issues with the field, let me know. I can be e-mailed at iclark3@yahoo.com.

Plane of the month was displayed by Kurt Beauhler. It was a Prather Little Toni Formula One Pylon Racer, powered by DUB JETT .56LX. The airplane is approximately 35 years old! Can't tell it by the looks!



Congratulations Nick!

Nick is shown with his Hobbico 40 after a great solo flight (or two) on Sunday, September 23rd. Nick quickly picked up all the maneuvers with his trainer, including loops, rolls, and inverted flight. Great work Nick!



Coming Area Events:

Mulberry 500 Pylon Racing

October 19 - 21

Monster Planes USA

October 25 - 27

Mulberry Heli Spectacular

November 9 - 11

Visit www.ImperialRCClub.com for more details!

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.



Are you ready to **RACE?**

Imperial R/C Club, Inc.

Welcome to the 8th Annual
MULBERRY 500!

What could make life any better than being in Florida in the Fall? Only one thing, RC Pylon racing in Mulberry Florida! So come on down to the Mulberry 500 race weekend for the 1st 2012 pylon race of the SEMPRA season. We will run AMA 426 class Quickies on October 20th, and AMA 422 class Quarter 40 on October 21st. SEMPRA 424-sport quickie (*Thunder Tiger Pro40, APC 9-6 prop, and a 17,000 rpm maximum ground launch ready tach reading*) will run both days, each day as a single race. We will run the 3-pole AMA short course on Saturday for 424 & 426, and the AMA L-O-N-G course on Sunday for 424 & 422. Friday practice is open to all classes and there will be plenty of help for anyone interested in getting started in Pylon racing. Come on down and see what you are missing!

Entry fees: \$30.00 per day per class(426, 424 & 422).
Current SEMPRA members will receive \$5.00 off of one event per day.
CD. Scott Smith (863)670-5141
Co CD Rick Ruede (863) 944-3287

Practice - October 19, 2012
Racing - October 20 - 21, 2012
Racing Starts At 9:30am daily!

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Please feel free to contact us if you have any questions

Further information, hotels information and directions can be found at:

www.ImperialRCClub.com