It's Time For Some

Propwash

JANUARY 2019

Since 1978, the voice of the Imperial R/C Club

www.ImperialRCClub.com

The IRCC President's Points

By Jerry McGhee – President

Happy New Year! January has been a nice ease into the new year as we ramp up for February with two events! The Florida eJet Fest International Feb 8-10, 2019 and Planes, Trains and Automobiles February 23, 2019! Hopefully the weather gets into full-up awesome in the 70-80-degree range and the winds remain light and pleasant!

By now you've seen the "100 RC Missions Over Florida" cabinet and you are logging your sorties! This is a just for fun promotion by the IRCC to make sure you're getting in your flight time to enjoy the hobby. It is not a contest. If you get your "100" let me know and I will give you a very nice 6" sticker to help market the club as you travel about. Put it on your car, your flight box, wherever you think it will cause a conversation and a reason to talk about RC Airplanes! If you're feeling sick or curmudgeonly, check the cabinet to see how many sorties you have logged this year, if your sortie count is down, that probably explains your ailment! Fly more and you'll feel better!

I assembled the IRCC Executive Committee within the last 30 days and we all met for 3 hours and discussed everything about the IRCC top to bottom and came up with some action items that we were able to get voted on and approved by the club membership. The main item was an update to the IRCC Rules, Policies and By-Laws which were emailed out to all prior to the January meeting and voted on and approved by the membership. I will be submitting the updated documents to the IRCC website administrator soon for publication.

Also stemming from the IRCC EC meeting is the issue of operating turbine aircraft at the IRCC. Currently there is a motion to allow for a 60-day discussion for any IRCC member to advocate for or against the operation of turbine aircraft. A decision vote to continue to allow or prohibit turbine operations will occur at the March 2, 2019 meeting.

Congratulations to Bill Littlefield for accepting his appointment as an Executive Committee member! If you haven't had a chance to speak with Bill, you should get to know him. He has a great deal of model aviation knowledge and he's looking forward to serving on the IRCC EC. Thank you Bill!

The IRCC membership renewal is underway and we are setting records for the number of renewals in the month of January as well as new members! Thank you all for renewing your dues so quickly!

Plane of the month is off to a roaring start! We had two submissions at the January meeting! Steve Jaworski's scratch-built glider and Richard Moffatt's tribute plane "P-26" in honor of my ill-fated P-26 crash in October 2018. They are both beautiful airplanes and I was very pleased to see two entries right off the bat! Congratulations to Steve for his win in January!

As promised, I have written an article regarding the "elephant at the field" which is the for-sale sign posted at our field. I have written a multi-layered plan of action to begin looking for suitable places to fly. It is published in this edition of the Propwash. I encourage you to read it and as we're all in this together no ideas are out of bounds. The article is just an outline of possibilities and my opinion on the best courses of actions and their pros and cons. As far as I know there are no offers for the field we are currently flying at. Come to the field, fly and enjoy what we have!

Thank you all for being awesome and taking care of business and being great RC modelers! It is truly an honor to be your President and I enjoy flying with you!

Get out to the field, be a friend, keep your wings level with the horizon and hit whatever you're going to hit as gently as you can! See you at the field!

Sincerely,

Jerry McGhee
President, IRCC

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IRCC MEETING MINUTES

Saturday January 5th, 2019

Recorded by Jim Giallombardo – Secretary

The January monthly meeting of the Imperial R/C Club was brought to order at 10:00am by President Jerry McGhee.

New Members & Guests: We welcomed new members Dan Benbassat, Dave Richards and Jim Hargett.

Presentations of Awards/Certificates: Sportsmanship Award - Mike Zellars Model of the Month and Model of the Year both went to Dan Hudson.

Minutes: A motion was made and passed to accept the minutes for the month of December as published in the club newsletter, Propwash.

Treasurer's Report: Dan Hudson stood in for club treasurer Gary Snyder. Dan reported that all the bills are current while maintaining a decent balance. Anyone interested in specific dollar amounts can see him.

Membership Report: Dan Hudson reported the club currently has 118 members recorded while 70 members have renewed to date for the new year.

Field Maintenance Report: An annual budget for $3000.00 was presented for field maintenance to cover all costs associated with gas, diesel, oil changes, blade purchases and any other sundry needs. A motion was made and passed to accept this initial budget.

There is only light mowing to be done at this time of the year. A request was made for any volunteers to step up and help with the mowing would be appreciated.

The lost and found revealed no new items.

A lost tool box returned to Mark Huntington had a few items apparently "borrowed" from the box. It was requested the items be returned to the lost and found box so they could be returned to him.

Bill Pawl reported new solar panels supplied by David DeWitt, have been installed.

Safety Report: All members are always reminded to continue announcing takes offs and landings. There will be no runups conducted under the roof or inside the standing structures for safety reasons. Posting of the basic field rules was discussed. Cost estimates will be received to have posted boards placed in plain view locations as a reminder for all pilots.

Instructors Report: Instructions are going well. There are 7 trainees, with 4 being currently active.

Club/Newsletter: Thanks to all who have submitted articles.

Old Business: 50 Toys for Tots were provided. Thanks to all who participated. The gate code has been changed and it has been provided to all currently paid members. If you have recently paid and haven't received it, get with the club treasurer for the information.
The new cabinet for the "100 Missions over Florida" event has been installed. It contains a list of all paid members. If you recently paid, ensure to place your name on the log to participate in this event. Every time a member flies, a tic mark should be placed by your name.

New Business:
Bill Littlefield volunteered to fill a position recently vacated by Mike Zellars. No other names were submitted. Bill was voted in to fill this position.
A motion was made and passed to accept the redefined club by-laws. The recommendation to prohibit the use of turbine aircraft will be held over until March for a vote. This will allow time for all to review it and provide input as they desire.
Fire ants have become a huge nuisance. It was suggested Love's AC be contacted to provide the name of a commercial pest control company to receive an estimate for pest eradication.

Future Events: Jerry McGhee reports the IRCC E-Jet event to be held on Feb 8-10, 2019 is posted and has generated a lot of interest and the club is hoping for a big turnout. David DeWitt will report on the status of Florida Jets and Top Gun at a later time.

Future Events (continued):

David Raff reported Plains, Trains and Automobiles is being planned. Information will be forthcoming as this event progresses. A Swap meet will be held at Mid-Florida RC club near the Fantasy of Flight in Polk City on Feb 16, 2019.

Sportsmanship Award: Chris Trumble was nominated and approved for his successful effort to save the first annual IRCC banquet due to a last minute un-notified cancelation from the original venue.

Model of the Month: Richard Moffatt presented a tribute of the P26. Steve Jaworski presented a magnificent scratch built 145" sailplane. Steve won the award by most popular vote.

Society of Aircraft Demolishers (SAD) Award: Three nominees were submitted, Billy "the Kid" Turner, Ben Dawson, and Jack Buie. Jack won with pulling in his second SAD award.

50/50 Drawing: Tommy Nolan won and walked away with $52.50

Motion to Close: The IRCC monthly meeting was closed at 10:54am.

AWARDS & CERTIFICATES

Congratulations to Mike Zellars for his Sportsmanship of The Month nomination for the month of December. The club was in need of some new batteries for the Solar Charging Stations and Mike graciously made the offer to provide. Many - many thanks!

(Right) Dan Hudson is shown receiving his Model of The Month Certificate for December from Club President Jerry McGhee.

(Bottom Left) Dan was also presented with the Model of The Year Trophy after winning the voting competition at the IRCC Year End Banquet.

(Bottom Right) Dan with his award-winning Waco!

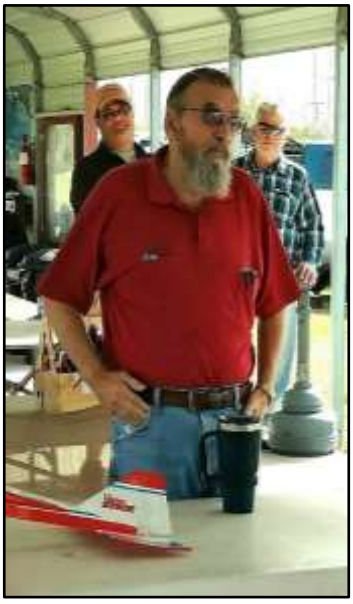
AWARDS & CERTIFICATES

There were two entries for the Model of The Month for January! Richard Moffatt is shown **(below left)** as he talks about his dedication entry to the memory of club president Jerry McGhee's P-26 P-Shooter that was lost in October.

(Below Right) Steve Jaworski is pictured barely holding on in the wind to his massive 145" wingspan "hybrid" sailplane. The fuselage is from a model called an "Astrojeff" and the wings and tail section are from a "Challenge" model. Steve's model won with a majority of the votes. More information on this model included in this newsletter!

There were 3 - YES THREE nominees for this months S.A.D Patch Award. They were Bill "the kid" Turner, Ben Dawson and a somewhat reluctant but willing to share his story once again - Jack Buie!

Each had 2 minutes to tell their best (at least how they saw it happen) story and then it was up to the membership in attendance to decide. Check out the following article to see who won!



IRCC January 2019 Award Winner

JACK BUIE

The January 2019 Society of Aircraft Demolishers "Aircraftus Fragmentum" was called to order by the President of the IRCC; nominations were called for this inaugural 2019 SAD nominees and as expected, like a 49er gold rush, the nominations began. First nominee was Ben Dawson's F-9F Panther dive bomb kersplat into the acreage of the IRCC aerodrome, then "Billy the Kid" Turner for his snake bitten acro disaster, then came Jack Buie's second nomination in a row for his F-6 Hellcat with beautiful RAF markings and weathering which departed controlled flight on January 1, 2019 at approximately 2:18pm making it the FIRST crash of the 2019 IRCC SAD winners circle!

If you will recall from last month's SAD article, Jack Buie is an Engineer from "THE PURDUE UNIVERSITY", in Indiana (as there are no other engineering schools that match it in his humble opinion). Very little is actually known about Jack's life's work details, however, through this investigative research and reporting I can assure you there is WAY more to Jack Buie than just a simple, humble, model airplane enthusiast! After Jack's trip to Beijing, China with President Nixon in 1973 and his life-long friendship with Chinese RC pilot name is 宗王伟 (Zōng wáng wěi) the Central Intelligence Agency later "hot washed" Jack in a now declassified operation called "Operation Rupto Imperio" where after Jack's patent for Airbag synchronization, he was enrolled into the CIA as a good Samaritan spy for the United States, and a good will gesture was made to the Soviet Kremlin to install air bags into their Presidential Limousines by President Reagan in 1981. Jack's U.S. Patent for airbag synchronization was the impetus behind one of the largest defeats in human history…the end of the Cold War! Jack personally traveled to Moscow, supervised the install of the synchronized airbag system into Soviet President Leonid Brezhnev's limousine in October 1981 and thanks to his fellow "THE PURDUE UNIVERSITY" co-worker, Gary Snyder, who developed and patented long-term micro- battery technology for "bugs" both Jack and Gary were able to freely implant long-term listening devices into the limousine with the air bags as Ambassador's to the United States! Lucky break for the United States…the limousine was also used by the subsequent Soviet President's, Andropov, Chernenko and Gorbachev. Through this infiltration into the private transportation confines of the Soviet Presidents, Jack Buie and Gary Snyder single handedly allowed their fellow CIA operatives to listen to the most delicate conversations of the Kremlin which allowed the United States to maneuver accordingly to allow for the collapse of the Soviet Union and fall of the Berlin Wall in 1989! Pretty Cool!!

On the day of Jack's F-6 Hellcat crash, he was using his superior engineering skills from "THE PURDUE UNIVERSITY" to create an auto-land feature when an aircraft departs controlled flight over an unimproved landing area, such as the Babcock trailer yard just NW of the IRCC pilot box. Jack intentionally allowed his aircraft to depart controlled flight, and the aircraft expertly landed itself under the 18-wheeler trailer farm, although the flair feature still needs some improvement as the nose and fuselage sustained most of the damage. When interviewed by this reporter after his aircraft recovery, it was quite obvious Jack has not lost his trade-craft spy skills as he was feigning that he "just lost it" on the base leg of his landing approach. We now know that Jack's research is really for his life-long friend Zong's model aircraft empire to improve the ability of all modelers to fly when they dumb thumb it and land successfully!

To this austere crash site of a beautiful plane, much is owed to our fellow comrade Jack Buie as he is a man of many talents and CIA trade-craft skills that have allowed him to live his life pursuing his passions of automobile safety and RC aircraft enthusiasm and not to mention super sneaky spy skills through superior engineering gadgets he learned from "THE PURDUE UNIVERSITY".

It is with great honor and pride that we offer this month's SAD patch to Mr. Buie, as it is the first noted crash of the 2019 flying season; an award that we are all subject to earning at any given time in consolation for our stricken aircraft who we launch into the skies in a constant pursuit of our Constitutional right to pursue and find happiness.

Thank you, Jack, for this offering to the SAD community!

Until next month…

Astrojeff / Challenge Hybrid Sailplane

By: Steve Jaworski

This sailplane is a hybrid of two National Soaring Championship designs. The fiberglass fuse comes from an Astrojeff , the 1973 winner piloted by Jeff Myrlik in 1973 and the "Challenge" wings and tail section were designed in the early 80's by Otto Heithecker and flown to a National Championship in 1981 by my old friend and mentor Ken Hazen .

The wingspan is 145" and the all up weight is about 5.5 pounds. The wing area is approximately 1600 square inches. That gives this ship fairly light wing loading. The wing is all balsa with full length spruce spars. All 80 of its wing ribs were stack cut using aluminum root and tip templates , a rasp , a belt sander and finish shaped with a sanding block. That process, once set up, takes surprisingly little time to accomplish.

All the wood in this build came from National Balsa, a source of quality, well priced balsa, spruce and aircraft ply. The wings and tail were built over a set of plans, there are no instructions (who needs 'em).

This design fly's on only three channels, rudder, elevator and spoilers. Flaps were built in but will likely not be used. The fiberglass fuse was cleaned up, primed and painted with Rustoleum rattle can paint and then clear coated. The canopy was created from the plug I carved and was pulled by a vacuforming source I found locally. All the covering is Ultracoat. Futaba is my radio of choice for this and all my projects.

The “For Sale” Sign

By Jerry McGhee

As you all know, there has been a for sale sign on our flying field property for several years now. I will endeavor to provide many flying solutions if the field ever sells. It is not, as far as I know as I write this, pending any kind of sale. I will develop many alternative solutions and expand on them as best I can, and I would ask that any ideas you have also be known. In this article I plan on dividing this up into several parts:

Part 1: Available Flying Sites

Part 2: Buying A Flying Site

Part 3: Leasing A Flying Site

Part 4: Getting a Super Fund Site

If the field were ever to sell (which it probably will one day), we will be without a flying site that is IRCC’s. However, that does not mean you, the individual will be without a flying site as there are many clubs in the central Florida region and it will be up to you to satisfy your needs. I, as your current President, along with the Executive Committee will be charged with finding and securing an alternate flying site for the IRCC and it’s current budget, to find a new place to “hang our hat”; and in the event this happens under my watch, I will include the membership in the process.

Part 1: Available Flying Sites

One of the immediate solutions for any individual is to go find your own place to fly. As it stands right now, there are two resources available to you, the individual modeler, 1. The AMA is a great resource to examine what field in the area fits your needs in the event the IRCC field were to ever sell, while we work to establish a new flying site. 2. Polk County has implemented two flying sites for Model Airplane use which I will discuss in detail in this article.

Polk County Parks and Recreation has established two Model Airplane Parks, one in Haines City and the other just south of Bartow in the Mosaic Peace River Park. Mr. Mike Callender, email: mikecallender@polk-county.net is the main point of contact for both the Haines City and Bartow Model Airplane Parks. The field at Mosaic Peace River Park is the only one I know anything about, so I will tell you what I know. It is open to the public, 24/7 dawn to dusk. It is a large unimproved grass area that is mowed by the county and somewhat difficult to get to. Mike Callender is hoping to have an established model airplane club, like IRCC come and provide safety guidance in the operation of the model airplane park, however, the Polk County lawyers keep getting in the way of this process.

If you go back to the Mosaic Peace River Park area and fly there, which is allowed, send your comments to Mike Callender via email for improvements. The more it is used, the more the county will develop it.

The Polk County lawyers are demanding the following from any club or group that takes "ownership" of the site: they want the site to be manned at all times by an authorized club member who is CPR trained and certified. They want posted hours, a log of who is flying, a golf cart on site, periodic trips around the site by the authorized member etc. They do not want the Academy of Model Aeronautics (AMA) insurance, however, they're worried about liability to the County (I know right…how stupid can they be!).

So, until these things change, the site remains open to any private citizen to use for model aviation free of charge. If you're so inclined, please take a flight back there and let the county know what you think as a private citizen before it is deemed "unused" and they just bulldoze the whole thing. The IRCC has attempted to help Polk County Parks and Recreation in 2012 and again in 2018, with a list of high demands in 2012 and in 2018 no interest from the county other than "Yeah, that sounds great".

Here are some pictures and directions of/to the Polk County Mosaic Peace River Park Flying Site

Panoramic shot of Model Aviation Park at Mosaic Peace River Park Bartow, FL Dec 1, 2018

Mosaic Peace River Park, Bartow, FL

Part 2: Buying A Flying Site

Buying a RC Flying Site is the dream of almost anyone I have ever spoken with in this hobby. It provides security to the owner, the members of the club and has many pros associated with this endeavor. The key to buying a flying site is, location, location, location!

I club needs approximately 5 acres to build a suitable flying site. It's the over fly area that is the main concern. Many a model aviation club has lost their flying site to development of the over fly area. I flew at one contest in the early 90s in Durham, NC and the near-by residents called the Sherriff on the club as there were noise decibel restrictions and certain times of the day you could and could not fly.

Another problem with buying a flying site, is coming up with the cash to buy the site. For the IRCC to buy a flying site will require co-signers and get a loan or a collective body of committed individuals who are willing to donate funding to secure the land.

For example, I found a 51-acre secluded spot, flat, nice semi clear, semi wooded over fly area just south of Bartow, FL for $200,000.00. One of the Executive Committee members suggested that we get 50 members who are willing to donate funds for procurement of the land at $4,000.00 each. This would secure the Deed to the property. The IRCC could then come and develop the property with available cash reserves, the property would then be owned by the club, without a mortgage and the only concern would then be keeping up with the annual taxes on the property which would in-turn keep dues relatively low. It's a great idea and a possible solution, providing we have 50 members of the club willing to invest $4,000.00 in a model aviation field.

If we were to get a loan for the property in the above scenario, the IRCC's existence would depend on maintaining membership to keep up with any loan payments in addition to the taxes. This element of risk means that if membership were to fall for any reason, the club could cease to exist.

To wrap it up, buying a piece of property is a secure venture if done correctly mitigating the risks identified in this part of the article. It is something we, the IRCC should explore further. If you're interested in investing, please contact anyone in the Executive Committee and let us know.

Part 3: Leasing A Flying Site

Leasing a field carries the same concerns as noted in Part 2 with over fly. The other concern is knowing your landlord and understanding their long-term desires for the clubs use of the property, allowable development such as paved runway or grass, support buildings, insurance, terms of the lease.

Basically, if we pursued this avenue we would be right back to where we are now. We've had a great run at our current location and the owners have been great to work with, however, they're looking to sell and unless one of us IRCC members hits the lotto and are willing to buy our current place for $1,400,000.00, leasing carries its own risks. In my opinion this is the least preferred option available to us.

Part 4: Getting a Super Fund Site

The Environmental Protection Agency (EPA) has numerous “Super Fund Sites”, acres of land that were once used by manufacturers who produced hazardous waste and poisoned the land. The EPA works to clean-up the sites; however, any business is solely responsible for the hazardous waste, therefore the land usually remains unused.

Through the Academy of Model Aeronautics (AMA), the AMA works with the EPA to find accessible land that is ready for development for public use such as a model airplane flying field but is not attractive to businesses who would have to assume liability for the land and any hazardous waste

buried on it still. Again, over fly area is a big concern to the model aviator. For instance, at the IRCC we have “neighbors”, to the west we have large warehouse, the east a chemical shipping plant and to the north, the City of Lakeland protected land and to the south, the railroad and very high-powered electrical lines.

In the Lakeland, FL area, there are two EPA superfund sites.

1. 13 acres inside the Polk Parkway
2. A 40-acre site north of I-4 in the Kathleen area.

It is my plan to work with the AMA to discuss the use of the 40-acre EPA Super Fund site north of I-4 as it has a better over fly area and could be suitable for our use. This is not a fast process. The AMA has contacts with the EPA, and they will be able to let me know if this is ready for development or if there are lingering hazards that would make it unsafe for use.

If it all lines up, this would be a great opportunity for the IRCC to use this land as it means we could develop it with our available budget and begin moving. My hopes are not up yet as I would be dealing with a major Federal Government bureaucracy and there is no telling how this could play out. But other clubs have done it, so the process does work, it just takes time.

CONCLUSION

In my personal opinion, I think it would be best for us to look for a place to buy, it allows us flexibility to develop the flying site as we see fit and I believe we have the means within the club to do this if we can effectively raise the money. The second option is to work with the county and get them to back off their high demands for use and allow the club to provide input into ideal development of a model aviation park. Right now, you can fly there, I do not think the set-up is ideal. The third option is to pursue the use of the EPA Super Fund site. This will take a while and the unknows are whether the sites are ready for development. Lastly, if all is lost, we look to secure another lease with another landlord. Anything short of buying land will mean the club will not be in the driver’s seat and development of any site will carry limitations that we may or may not be able to influence with our hosts.

Saturday February 23rd, 2019

The 9th Annual Planes, Trains & Automobiles Event hosted by the Plant City Chamber of Commerce and Tampa International Airport is right around the corner and the *Imperial Radio Control Club* has once again been invited to be the featured R/C Club representing the “Remote Control” aspect of aviation.

This will be the 9th year as well that the IRCC has taken part in this fun-filled family event and as in past years, club members will be proudly displaying their IRCC colors and their favorite aircraft.

Entry to the event for those taking part will be free and a special reserved parking area is also being provided. The display area is the same as last year, along the taxi-way between the spectator parking and the main event!

For those that have not taken part yet, here are a few pictures of what you can expect to see and be a part of!

Put this date on your calendars now as you will not want to miss out on being a part of this year's great event!

SATURDAY FEB. 23rd

Maps, set-up times and directions to the event and our display area will be provided soon!

Announcement and Coming Events

Newsletter Articles Welcome

Have something of interest that you would like to share. Please forward to the editor at

raff7113@msn.com