It's Time For Some

Propwash

SEPTEMBER 2018

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

www.ImperialRCClub.com

The IRCC President's Points

By Jerry McGhee – President

Welcome to America's Airfield! The Imperial RC Club!! A couple of months ago I presented the idea of placing an ad in the AMA Model Aviation Magazine, a real ad, not one of those in the back of the magazine. In fact, our club ad that you made possible is currently on page 74 of the October 2018 issue of Model Aviation Magazine! The intent of the ad in Model Aviation is to recruit new members, showcase our field on the national stage and promote our two club events, the Golden Age/Warbird Fly-in and the Florida eJet Fest International. The club agreed and approve a budget and I worked with AMA to get our ad published. At the end of this article is the ad that will be in the October 2018 issue of Model Aviation. A long-time friend of mine, Lynn Schmidt, in Kansas City who is a graphic artist designed the logo at the top of the page, he incorporated all types of aircraft that we fly at the field!

In the development of the ad I needed a catch phrase. I mulled through my brain, looked at pictures from club events, I had a couple of drone pilots come and photograph the field, but what it all came down to was my interaction with each of you as a member and your President and I realized that we have a very large and diverse cross section of the United States of America that has settled here in central Florida and fly at IRCC. With the experience and background that all of you have contributed to this club as we near the IRCC's 50th birthday as a club, it hit me like a frying pan up against the head! We are America's Airfield! A diverse cross section of this nation's population that has a common love of model aviation.

This is no small feat and seeing that full scale aviation recently tripped the century mark, the IRCC has been right there advocating for model aviation and inspiring each other and those who watch us dare the sky for a very long time too. I hope you like the new slogan, I hope it inspires you to be proud of where you're from and what you contribute to the club, whether your situation allows you to contribute a lot or a little, we're all in this together! If you don't like it, then that's fine too, but I hope you do.

We recently had an overhaul of our frontage sign by State Road 60. Steve Jaworski and Dan Hudson worked their butts off in the heat to scrape, power wash, repair and refurbish our sign. It looks like new again! The sun had faded the sign and the years of heat, storms, and temperature changes took its toll, but the sign was in overall great structural health, but its cosmetics was in dire need. All-in-all, the project cost $284.00 to complete and a lot of sweat equity from Steve and Dan. Thank you both for taking the time to see this through! The sign looks GREAT!!

I received great feedback from the participants of the IRCC Tri-Fecta Fun Fly. I would like to host another fun fly in December. This one will be just for the members, low key, low to no costs, just a test of your aerial skill, non-plane breaking, any plane can do, three events, we'll keep the first two events from the Tri-Fecta and modify the third event losing the dice roll. If you're interested, please let me know and we'll move to make it happen.

We are approaching the upcoming vote for the 2019 officers of the IRCC. Any IRCC member can run for any position. If you would like to put your name on the ballot, please let me know. The following individuals have volunteered for the following positions in 2019:

President: Jerry McGhee
Vice President: David DeWitt
Secretary: VACANT
Treasurer: Gary Snyder
Safety Officer: Richard Moffitt
Director: Chis Trumble

If you are interested in filling any of these positions, filled or unfilled, please refer to the IRCC By-Laws and Policies posted on our website and send me an email on your interest in filling one of our vacancies so we can start the 2019 election process.

Propwash *is published monthly by the* ***Imperial Radio Control Club Inc.***

PRESIDENT
Jerry McGhee
757-645-8555
mcghee66@gmail.com

VICE PRESIDENT
David DeWitt
863-838-4459
Benz425@aol.com

SECRETARY
Ian Clark
iclark3@yahoo.com

TREASURER
Dan Hudson
863-698-9706
mrdhud@yahoo.com

DIRECTORS
David Raff
Terry Baker
Mike Zellars

FIELD MAINTENANCE OFFICER
Bill Pawl

SAFETY COORDINATOR
Richard Moffatt

Events Committee Chairman

NEWSLETTER EDITOR
David Raff
raff7113@msn.com

WEBMASTER
Bob Grahl

WEBSITE
www.ImperialRCClub.com

The IRCC President's Points (Continued)

Don't forget, the Golden Age/Warbird Fly-in is October 20-21, 2018! See David DeWitt for details!

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

IRCC MEETING MINUTES

Saturday September 8th, 2018

Recorded by Ian Clark – Secretary

The September monthly meeting of the Imperial R/C Club was brought to order at 9:00 a.m. by President Jerry McGhee.

Visitors and New Members: This month we were visited by Tim Gomez.

Special Notice: Bob Dougherty was recognized for his grandson Caleb's recent emergency brain surgery at John Hopkins All Children's Hospital in St. Pete. ***UPDATE Sept 12,2018, Caleb's biopsy came back and he has an aggressive form of brain cancer. He starts chemotherapy on Thursday Sept 13, 2018.***

Special Notice: Jim Giallombardo's wife, Cindy, passed away recently. A Celebration of Life service was held on Saturday September 15, 2018. Details of the service were emailed to the club by David DeWitt.

The IRCC staff and members are keeping these members in their thoughts and prayers.

Awards and Certificates: Sportsmanship Awards were given out to Mark Rohlmeier, David DeWitt and Ian Clark
Model of the Month certificates for August went to Dennis Peterson with Moe Grandmaison receiving his award for the month of July.
The Luck Duck award was presented to George Nauck

Minutes: A motion was made and passed to accept the minutes for the August 2018 meeting as posted in the club newsletter, Propwash.

Treasurers Report: Dan Hudson reported that all our bills are current, and we have $$ in the bank.

Membership Report: We acquired 3 new members, giving us a total of 90 paid members, 8 comp and 19 juniors. We now have a total of 117 members.

Field Maintenance Report: Bill Pawl reported that the rainy weather made it difficult to mow the field. He also recommended the following:

a. Both batteries at the heli shed need replacing
b. We need a new solar panel at the heli shed
c. He requested money for mowing expenses (gas and diesel fuel)
d. We need a new propane tank at the generator as the old one leaks
e. Replace sand at the pilots stand with crushed shell

A motion was made and passed to allow Bill $500.00 for fuel, batteries, and a propane tank

Safety Report: Richard Moffatt brought up a concern. We need to stop all engines whether they are gas, nitro or electric at the yellow taxiway strip. Under no circumstance should we taxi back to the pits.

Instructors Report: With the help of Larry Hammond, Dan Hudson and Richard Moffatt, an old trainer aircraft was presented to our head instructor, Jeff Hughes. The purpose of this airplane is to let students practice landings without putting our new trainer in jeopardy. Learning how to land is probably the most challenging maneuver to learn for new pilots.

Newsletter & Website: David Raff would welcome any airplane articles that he could include in the newsletter. Bob Grahl reported that the web site is running without any issues at this time.

Old Business: Our ad will appear in the October issue of the AMA magazine. The purpose of this add is to promote our two upcoming events and to see if we can gain any new members.

The new concrete pilot pads are complete. Bill Pawl will be grinding off the support vertical rods even with the fence.

New Business: Our sign at the entrance to our field has been updated thanks to the work of Steve Jaworski and Dan Hudson. For a total cost of $284.00 the sign was completely prepped, painted, and new lettering ordered to be installed shortly. The expense was approved by the Executive Committee per the IRCC by-laws

A motion was made and passed for our club to donate $100.00 in honor of Cindy Giallombardo to the charity of their choice.

Future Events: The AMA Sanction was approved for us to host the Golden Age of Aviation at the IRCC Field on October 20-21. 12 O'clock High will follow the week after at Paradise Field. Dave DeWitt will CD our event.

We are starting to take reservations for our end of year banquet in December. Let Jerry McGhee or Richard Moffatt know if you and a guest will be attending.

Our E-jet fest next February has been sanctioned by the AMA. We will start posting flyers shortly.

IRCC MEETING MINUTES (Continued)

Sportsmanship Award: This month Steve Jaworski and Dan Hudson were nominated for the excellent work done on our driveway sign. Chris Trumble will also receive an award for his work judging the events at our Trifecta Fun-Fly.

Plane of the Month: Mike Zellars brought in his 1/3 scale Balsa USA L-4 Cub. He built it as a representation of the Cub that his father-in-law flew in WW2. It features an electric starting 85cc twin gas motor.

S.A.D. Patch: This month we had two nominations. Tommy Nolin for his loss of his big red acrobatic airplane, and Chris Trumble for the assisted loss of his Stinger. Tommy won.

50/50: Bill Pawl collected $105.00. Ron Finger was the winner and took home his share.

A motion was made and passed to close the September meeting.

AWARDS & CERTIFICATES

(Top Left & Right) Both David DeWitt and Ian Clark are presented with the Sportsmanship Award for the month of August. (Bottom Left) Moe Grandmaison receives his Model of The Month Certificate from President Jerry McGhee for the month of July. (Bottom Right) The August Model of The Month Winner – Dennis Peterson is shown receiving his certificate from Jerry!

AWARDS & CERTIFICATES

(Above) George Nauck receiving his "Lucky Duck" award after having his aircraft recovered and returned by members of the City of Lakeland. Outside of a broken prop and a wheel skirt coming loose - his plane was intact!

(Right) – After 5 years of dedicated service our sign received a much-deserved face-lift. A big Thank You goes out to Dan Hudson & Steve Jaworski for doing this!

Mike Zellars Plane of The Month Winner – Piper L-4 "Grasshopper"

1/3 Scale Balsa USA Model - Wingspan: 144" - Length: 88 3/4" - Height: 27"

Powered by a Valach 85cc Twin Gas Engine W/ Electric Starter

Mike chose to duplicate the color scheme of the L-4 his father-in-law had flown in during his military service. Great Job Mike!

IRCC September 2018 Award Winner

TOMMY NOLIN

The September 2018 Society of Aircraft Demolishers "Aircraftus Fragmentum" was called to order by the President of the IRCC and, without any delay the grizzled veteran flyers of the IRCC, without any disappointment, reservation or prejudice, began to recount this past month's errant thumbs on the flight line and the nominations began to flow like tequila at a frat party! Those who rose to tell the tales of woe told their tales; and the all too eager and willing, listening ears, of the membership heard them, and they were good!

The fate of the not-so-lucky were dealt like bad poker hands on the altar of RC sacrifice! Chris Trumble's name once again entered the arena for a competitive nomination for the SAD Patch, his second this year if selected, however it was the magnificent splat of a BIG RED BIRD flown by Tommy Nolin that thwarted the award from Chris and claimed a new victim…I, I, I mean…winner in a long line of distinguished RC pilots; welcome to the club Tommy!

As a medical professional, there is little in life that Tommy Nolin cannot fix, except for this airplane that he is going to crash in this story! There is no greater shame for an RC pilot than wasting a perfectly sunny day by performing the walk of shame with a trash bag to do litter patrol at your new crash site and walk the useless bag of junk back to the pits and be met by your club mates who ask, "What happened?" A good seasoned RC pilot will follow the 10% rule in answering this question. Every RC airplane crash story only contains 10% of actual facts in the story one tells to answer the question, "what happened?". The other 90% is the cornucopia of non-facts to keep one's pride in-tact. A true professional will leave the wreckage out in a very public place at the club while he licks his wounds to have his club mates ask the question over-and-over so that he can exercise variations of the 10% rule on his club mates i.e. "test audience" as he narrows it down to the best story that will "fly" to his wife when she asks "what happened?". The longer the destroyed plane is left for viewing, the better the chances the pilot will have to practice and get feedback from club mates to get a solid, believable story together at the club so that when it's "showtime" back at the house and the story is told to one's wife, there is a chance that the a sympathetic wife will relent the checkbook for the purchase of a new plane.

Tommy is a smart man, not only did he practice his story with his club mates at the field, he emailed several club mates that were not at the field. Here is the 10% story Tommy tells: "I took off, all was going well until I flew over the Dillon fabrication shed and my radio got hit with interference from the shed and my plane went wildly out of control on its own and plummeted into the north east corner of the field and splat…radio interference! Big Red is Gone." As everyone in the RC operations community knows, this is a classic and very safe story to tell whenever one crashes their plane.

Here's my version of that 10% story based on my investigation into the facts: "While Tommy was fueling his plane for another sortie, a busload of Tampa Bay Cheerleaders were coming back from an advertising promotion event with the Florida Orange Growers Association in Bartow. Several of the women's fathers are RC pilots and a few of the cheerleaders demanded that the bus stop at the Imperial RC Club to watch some of the planes fly for a few minutes. Tommy was shocked to see the Cheerleaders at the field and in an amazing burst of testosterone in a "flight or fight" moment, Tommy chose "flight" and became absolutely emboldened to put on his BEST stunt show EVER for the ladies; which he did. As he looped, rolled, flipped and flopped through the air in an amazing and brilliant display of aerial mastery of the sky that even he himself was amazed at his own hidden talent. Then Tommy decided to accomplish a lomcevak; a wildly violent snap roll/tumble/G-LOCK ride that only the very daring dare to dare! He did it and with a wild crack in the middle of the maneuver, at its most violent point, the wingtips touched, and the plane then developed the glide characteristics of an anvil in a Roadrunner and Wile E. Coyote cartoon. SPLAT! The only thing that is for certain is Tommy's final words

"Big Red is Gone."

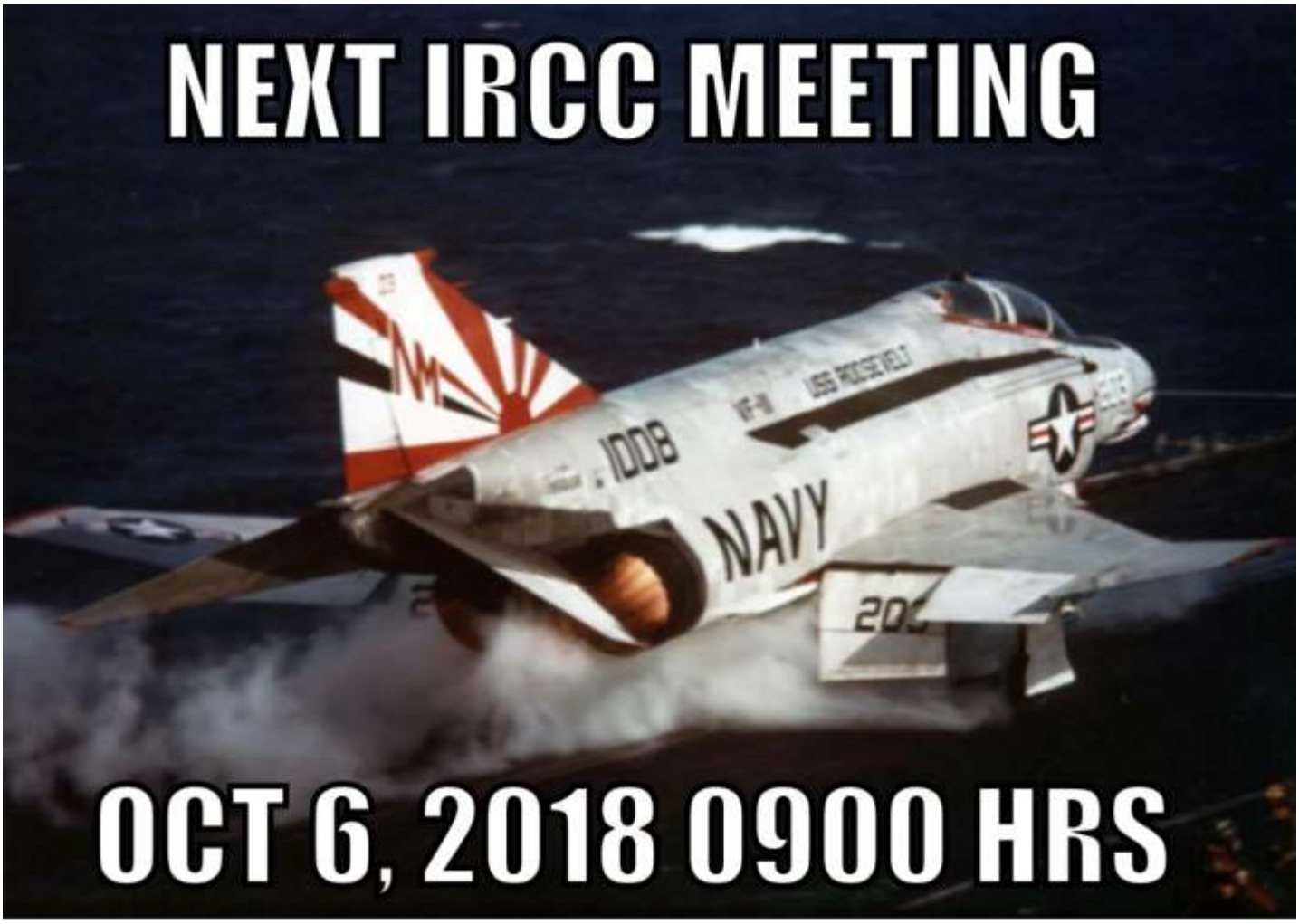
It is with great honor and pride that we offer this month's SAD patch to Mr. Nolin as it is the ninth noted crash of the 2018 flying season; an award that we are all subject to earning at any given time in consolation for our stricken aircraft who we launch into the skies in a constant pursuit of our Constitutional right to find happiness.

Thank you, Tommy, for this offering to the SAD community! Until next month…

IRCC GATE ETIQUETTE

By Jerry McGhee

If you arrive at the field and you are fortunate enough to unlock the gate, please do not lock the lock back while the gate is open. A simple tumble of the numbers and leaving the lock unlocked as pictured here will suffice. This will keep interlopers from getting the code and yet allow the last member out of the gate who is more than likely dodging a swarm of late evening mosquitos or an approaching thunderstorm an opportunity to easily lock the gate without risking further bodily harm and delaying their departure by prolonging the duress they are under. I have been this individual in the evening many times as have several of your club mates. Please be kind and leave the lock unlocked when you open the gate.



First Annual IRCC "End of The Year" Banquet & Awards Ceremony

Saturday December 1st 2018

What we hope to be, the first of many, IRCC End of The Year Banquet & Awards Ceremony is quickly approaching! The date set is Saturday December 1st, 2018 and will be held in the main ballroom located on the 7th Floor of the Imperial Swan Hotel & Suites, 4141 South Florida Ave, Lakeland FL 33813.

Plan now to join the rest of your IRCC family and friends to celebrate the great year that we have had and see who will take top honors for 2018 laying claim to the first spot on the

Model of The Year Award!

Reservations can be made by contacting Richard Moffatt or Jerry McGhee at (righteousrichard@aol.com) (863) 378-6658 mcghee66@gmail.com.

Moe Grandmaison recently went (actually road his motorcycle) to the 2018 Sturgis Motorcycle Rally in Sturgis South Dakota and came across an artist name Marc Lacourciere . The print below was one that caught his eye and he wanted to share. For anyone interest in more information go to: http://marclacourciere.com/product/legends-of-freedom/

DESCRIPTION

Painter of the open road edition®

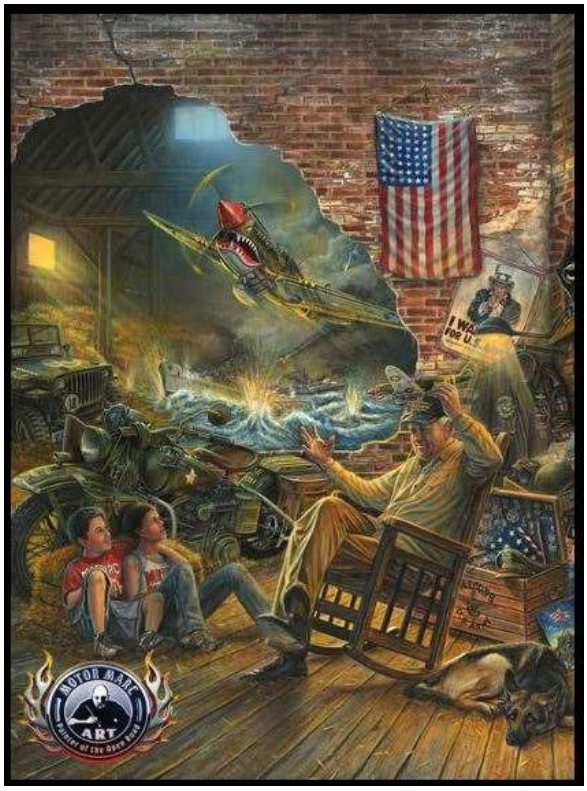
In honor of all our veterans

There they were, sitting across from a great legend, looking up and down as his delicate hands holding a model war hawk moving it through the air. A hero today recalls his aerobatics battles for freedom.

Like the boys at one time, "I would do anything — I mean, I would do anything to fly". I became the airplane every time I flew, and I absolutely knew I was gonna survive the war," he says. "I had no fears of dying, no fears of being hurt — I just flew fearlessly. I flew this P40 Tiger as I was the airplane. Every maneuver was easy for me to do, instantaneously."

A short story is just one of many told by a World War II veteran's. The Second World War was the most widespread and deadliest war in history, involving more than 30 countries and resulting in more than 50 million military and civilian deaths. Only three volunteers P40 Tiger pilots are known to be alive today. Between them, they're carrying the legacy of one of the most fascinating stories of World War II.

This special painting decorates Motor Marc's tribute to the veteran heroes of the Arm Forces that allows us to have our freedom. A portion of the print sales will be donated to the **ROLLING THUNDER ORGANIZATION** and military families in need.



Golden Age and Warbird

RC FLY-IN

CALLING ALL AIRCRAFT 1913 – 1945

IMPERIAL RC CLUB MULBERRY, FL

WWW.IMPERIALRC.COM

Imperial RC

With so many “newbies” entering into the hobby of model aviation, member George Nauck thought that it would be helpful to share some tips from one of IRCC’s past greats Kurt Kauth. Kurt was a true “master” of tuning nitro/glow powered engines. Both he and his famous tuning “screwdriver” are remembered fondly by many of us.

Kurt Kauth’s glow engine adjustment procedures.

How to adjust the top end*:

1. Close needle valve, then open 2 full turns.
2. Make sure you have a good glow plug.
3. Start engine and run at full throttle.
4. Slowly close needle valve to lean the engine.
5. Pinch the fuel line briefly between every couple of clicks to see if the RPM will rise any further.
6. If the engine picks up RPM, continue leaning.
7. A properly adjusted engine will pick up just a little when you briefly pinch the fuel line.
8. If the engine immediately dies when you pinch it, it is to lean.
9. As a final check, hold airplane vertical to ensure the engine will not lean out.

How to adjust the low end*:

1. The procedure resembles that of adjusting the top end.
2. Close low-end needle or screw, and then open 2-3 turns.
3. Start engine and run at full throttle for at least 10 seconds.
4. Bring engine to idle (about 2500 RPM) and let idle for 10 seconds.
5. Pinch fuel line and hold.
6. If the engine speeds up and then dies, the low end is to rich.
7. If the engine slows down and then dies, the low end is to lean.
8. Turn needle or screw 1/4 turn in the direction required and repeat process.
9. Ideally when you pinch and hold the fuel line while the engine is idling, the engine will not gain or loose any RPM before it dies.
10. When you get close to this, make smaller adjustments to really dial it in close.
11. In some cases, you will have to readjust the top end while adjusting the low end. Always make sure the top end is properly adjusted before adjusting the low end.

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

"GLOW" Fuel

10% - $16.50 gal. 15% - $17.50 gal.