

THE FLIGHT LINE

By David Raff – President

Hooray! The cable has been buried!

At the May meeting, a date was set to do a little needed clean-up at the field. On Saturday June 7th, approximately 17 club members showed up to put forth their know-how, sweat & tools to help accomplish this task.



In addition to burying the cable that will provide power from the generator to the two pavilions for future events, the fence line was cleared, and a few of the fence posts replaced. The area around the generator was cleared and several of the railroad ties in the pilot parking area were also replaced. Thanks to the efforts of all that took part, this monumental task was completed in about 2 hours! More on this can be found on pages 6 & 7.

Since we are on the subject of field maintenance I want to acknowledge the efforts of one of our members in particular – Robert Russ! For many of you “newer members” you may not have met Robert but he is the one that has been taking care of the mowing of the field for us. Robert took on this challenge a little over 3 years ago and just about every Thursday morning he was out at the field before daybreak making sure that

the field was mowed and ready for us to use for the upcoming weekend! During the past few months, some personal opportunities have come his way and the time needed to take care of these is going to be considerable leaving very little “recreational” time available to him. I want to take this moment to say **THANK YOU!** to Robert for all of his time and hard work and to let him know that the tremendous service he has provided to the club over the past several years was greatly appreciated by all!

The next time you are at the field you will see two new signs at the front gate!



The others had gotten a little “weathered” and difficult to see so I thought it was time to replace.

Until next month – that is all from the Flight Line!

**The next IRCC club meeting will
be held on Thursday
July 10th 2014
at FTE starting at 7:30 PM.**

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IRCC MEETING MINUTES

June 2014

Recorded by Ian Clark (Secretary)

The June meeting of the Imperial R/C Club was brought to order by president David Raff at 7:30 pm. A motion was made and passed to accept the minutes of the May 2014 meeting.

Visitors and New Members: The clubs newest member Richard Hagerman was welcomed to the club.

Treasurers Report: We started June with \$xxxx.xx in the checking account. May revenue was \$xxxx.xx. Wally Sundry brought in \$xxx.xx from the raffle at Top Gun. We spent \$1860.00 for the month.

Membership Report: Our head count now stands at 80 "Full" members with 17 junior members for a total of 97.

Field Maintenance Report: May was a quiet month at the field. We picked June 7, 2014 as a clean-up day at the field. The field needs a lot of weed eating. At this time we will replace the railroad ties that form the edge of our parking line, and bury the power cable from our generator. We received a quote to have the runway and taxiways resurfaced professionally. A motion was made and passed to start gathering the funds to make this happen.

Safety Report: There have been no reports of any incidences occurring. Let's keep it up.

Tip of the month: Remember to shut off your engine or motor when coming in from flying at the yellow strips crossing all the taxiways. It is not safe to taxi all the way into the pit. This includes al power systems!

Instructors Report: We have one student that is progressing well!

Club Newsletter: There is going to be a new article comparing gas to nitro engines. Part One will be in the June newsletter. We are still looking for articles from members for the newsletter. Please send any to Dave Raff at raff7113@msn.com.

Past Events: Planes Trains & Automobiles at the Plant City airport was a success. The weather cooperated and we had a nice turn out. Mark Cochran put on 2 demonstrations of extreme helicopter flying for the crowd that was enjoyed by all. Dennis Peterson won first place in the Peoples Choice Award. Dennis was dressed in his WW1 pilot attire which included a leather jacket, hat, goggles and scarf then stood by his beautifully detailed airplanes. Jim Taylor took second and Wally Sundry was third.

New Events: **National Aviation Day** is going to be Sat. August 17, 2014 and our club will participate again. All proceeds will once again be donated to the Wounded Warrior Project. Last year we collected \$500.00. We plan on doing better this year with larger participation.

Monster Planes and 12:00 High is going to be held in the fall, the date to be announced soon.

October is going to be the month for the next pylon race held at our field. We will be looking for volunteers in a month or two. We are planning to hold an IMAA event & the Mulberry Electric ExTravaganza which benefits the Toy's for Tot's program. Detail's and dates to follow.

Old Business: Runway project already mentioned in Field Maintenance Report.

New Business: It has been suggested we plan a swap meet sometime in the near future. There may be an opportunity to incorporate an additional event with the swap meet. Any suggestions would be greatly appreciated.

Sportsmanship Award: This month Wally Sundry was chosen for his ongoing raffle work. Wally has raised a lot of money for our club through his ongoing efforts at Top Gun, Florida Jets and Planes Trains and Automobiles, as well as other venues. The club would like to take this time to thank Wally for all his hard work.

50/50: When the ticket was pulled, it was Ron Wyncoop who went home with the 50/50 results.

A motion was made and accepted to close the June 2014 meeting of the Imperial Radio Control Club at 8:23 pm

The following article was brought to my attention by John Burdin. Since we are seeing and hearing more conversation about gasoline vs. “glow-powered” engines I felt that it would be a good introduction for someone who might be thinking about converting or planning the power plant for a new project. This is part one of a three part segment.

[Small-Block RC Gas Engine Guide — A New Generation of compact Power!](#) BY: [Gerry Yarrish](#)



Lately, there has been a noticeable shift toward smaller displacement single-cylinder, gasoline engines and there are now many of these little gas-burning powerhouses on the market. Years ago, when you talked about gas engines, the smaller end was owned by the 25cc engines and the average size was roughly between 40cc and 60cc with a few exceptions. Gasoline engines have also grown to monstrous sizes in the 150 and 200cc ranges with other multi-cylinders radials sporting 400cc. I guess it's only natural that smaller engines have come along to try and balance out the size spectrum.

Why use a small, “20cc and under” gasser? Well, there are several advantages. First, there are tons of 40 to 60 size sport planes out there and many of these smaller gas engines will easily slip into place with little effort. Gasoline engines are extremely fuel efficient compared to methanol/nitro powered engines and the cost per gallon for gasoline is also about a quarter as expensive as glow fuel. If that's not enough, Walbro-type pumper carburetors are very easy to adjust and maintain. And, with their electronic ignitions, gasoline engines are also very easy to start.

So what's not to like? Exactly!

Here are some of the more popular “20cc and Under” gas powerhouses available today.

Hobbico/ O.S. GT15 Gasoline Engine



Displacement: 0.912 cu in
Bore: 1.091 in
Stroke: 0.976 in
Practical RPM: 2,000 – 11,000 RPM

Weight: 22.26oz (631g) engine
6.28oz (178g) muffler
3.35oz (95g) ignition module

Gasoline/Oil Mixture: 30:1 – 50:1 (25:1 recommended)
Plug Type: CM6

Price: \$349.98

Featuring an IG-06 electronic ignition system compatible with 4-6 cell NiCd, NiMH or 2-cell LiPo and LiFe batteries, Beam style engine mounts, the GT15 Gasoline Engine is designed to fit cowls that are sized for 2-stroke .60-.91 and 4-stroke .90 glow engines. The engine includes: E4040 Muffler, IG-06 Ignition Module, CM6 Spark Plug, 61H Carburetor, and Instruction Manual. Propeller range: 13x8-11, 14x8-10, 15x8

O.S. GT22 Gasoline Engine



Displacement: 1.35 cu in
Bore: 1.26 in
Stroke: 1.08 in
Practical RPM: 1,800 – 9,000 RPM
Output: 2.66HP @ 9,000 RPM

Engine Weight: 26.86 oz
Muffler: 4.68 oz
Ignition Module: 3.7 oz

Price: \$389.97

Featuring a sturdy Beam mounting design the O.S. GT22 fits inside cowls sized for 2-stroke .60-.91 and 4-stroke 1.20 glow engines. It features a custom designed rear mounted Walbro carburetor with choke rod guide integrated into crankcase that minimizes set-up time. Also included are IG-02 electronic ignition, (for 4-6 cell NiCd, NiMH or 2-cell LiPo and LiFe batteries,) a Pitts style muffler with reinforced mounting bolt holes and webbing at high stress points. Propeller range : 16x8, 16x10, 17x6, 17x8, 15x10 for break-in.

Horizon Hobby Evolution 10GX



Displacement: 0.59 cu. in.
Bore x Stroke: 0.94 in. 0.85 in.
HP: 1.68hp
Weight: 22.0 oz

RPM Range: 2,300 – 18,000
Rec'd Prop: 12x6
Prop Range: 10x6 – 13x8
Crankshaft Threads: 1/4-28
Plug Type: 1/4-32

Price: \$199.99

Based on the proven 60NX glow engine, the Evolution 10GX is one of the smallest gas 2-stroke engines available. It fits into most traditional .46 – .60 mounting spaces with no special installation necessary. Uses a 5% oil mixture with gasoline and its 4.8–8.4V ignition case is half the size of traditional electronic ignition systems. The engine features a new carburetor system features a crankcase-pressure driven regulator system and a new cat's eye style fuel metering system for improved low and mid-range performance. Supplied muffler spark plug, ignition system and gasoline-grade fuel tubing and filters

Evolution 15GX



Displacement: 0.91 cu. in.
Bore x Stroke: 1.09 in. 0.98 in.
HP: 1.68hp
Weight: 31.1 oz

RPM Range: 1,600 – 13,000
Rec'd Prop: 14x8
Prop Range: 13x7 – 15x6
Crankshaft Threads: 5/16-24
Plug Type: 1/4-32

Price: \$249.99

The pilots of larger airplanes the 15GX offers the same great features of the 10GX in a larger engine for the .61- to .91 airplanes. Key Features include lightweight construction based on the Evolution91NX glow engine, outstanding power and performance, a 2S Li-Po battery compatible ignition without a voltage regulator for long run times, lightweight electronic ignition system and a reliable, easy-to-tune and efficient fuel system. It's standard beam mount makes installation effortless. Includes: muffler and muffler screws and gasket, spark plug, Evolution/Spektrum telemetry RPM adapter cable, medium gas- fuel tubing, in-line fuel filter, in-tank felt filter/clunk. **(More to follow next month!)**

FIELD CLEAN-UP DAY!

On Saturday, June 7, we had a field work day. Here are just a few pictures of your fellow club members in action!



Top left: Richard Moffatt, Frank Stephens & Roger Pinkerton moving a new railroad tie into position!

Top right: Bob Doherty was one of many running the weed eaters along the fence line

Above: Terry Crosby (Vice President) took charge of running the trencher for us. Just behind Terry you can see Ian Clark (Secretary / Field Maintenance Officer) dragging another railroad tie with his vehicle to the waiting placement crew!



Above: Ron Wyncoop & Roger Pilkerton

Left: Ron Wyncoop, Dean Bishop & Richard Hagerman

Below: IRCC Work Day Crew!

Larry Loucks, Jerry Ruthven, Roger Pilkerton, Bill Hart, Ron Wyncoop, Richard Hagerman, Terry Crosby, Dean Bishop, Oscar Gauntlett and grandson, Frank Stephens, Richard Moffatt, Dennis Peterson, Ian Clark, Max Ness & Terry Baker. Behind the camera – David Raff



COMING EVENTS!

July 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10 IRCC CLUB MEETING 7:30 PM	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		



The next IRCC club meeting will be held on Thursday
July 10th 2014
 at FTE starting at 7:30 PM.
 Be sure to bring a chair!

Here is where we meet each month.

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

