It's Time For Some

Propwash

SEPTEMBER 2016

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

www.ImperialRCClub.com

A PLANE VIEW

By Mike Zellars – President

Hello All and welcome to this month's Plane View. As you read this, I am hoping we are much closer to end of these steamy hot summer days and one of my favorites flying times of the year is just around the corner.

I would like to start off this article by giving special recognition to Art Magarino. For those not at the last month's meeting, Art officially signed over the pavilions he donated to the club. What a gracious gift and next time you see him please thank him for this!

In other news, there has been a small but positive change to our upcoming Golden Age Fly-In in November. We have been getting quite a bit of interest and for that reason have decided to center the event around the annual Toys for Tots campaign. What this means is instead of the previously posted $30 registration fee for the weekend, anybody wishing to fly can simply bring an unwrapped gift(s) for a child. That will cover he/she all weekend!

What a relaxing weekend and better yet for a great cause. The event will take place Friday (Veterans Day) and Saturday. Of course anyone wishing to stay over for Sunday too is more than welcome but we will probably open up the field for general flying as well.

This will be the last newsletter you read before Frank's 12 O'clock high event this coming Oct 20-22nd. Less manpower will be needed this year (mainly flight line) but David Dewitt will still be looking for a few to help out with crash cart(s) and crowd control.

This is always a laid back and fun event so please plan to attend whether you are volunteering, flying or just spectating.

Speaking of Frank, I am sure you all have now received your AMA ballots. Please remember Frank is a "write-in" candidate so for those of you who would like to see him lead our hobby, remember to write him in and mail the ballot (no postage required!)

Finally, I would like to thank all those that in recent months have come up to me to let me know how well they think the club is heading. I can't begin to tell you how much that means. We have a great group of board members but really there is no doubt the vast majority of the membership is what makes a club great! So to you all, thank you!

Keep them flying!

Mike

IRCC MEETING MINUTES

September 2016

Recorded by Secretary - Ian Clark

The September monthly meeting of the Imperial R/C Club was brought to order at 9:05 am by President Mike Zellars. A motion was made and passed to accept the August minutes as posted in the club newsletter, ***PROPWASH.***

Visitors and New Members: We had none.

Treasurers Report: This is the middle of summer and it is typically the slowest time for income. We have $xx,xxx.xx in our checking account which puts us $x,xxx.xx ahead of this time last year.

We brought in $323.00 and spent $2819.00. This included the costs for rebuilding the tractor shed in addition to our normal expenses. We also sent a check to the Juvenile Diabetes Research Foundation in the amount of $1500.00 from the donations received by all that attended the last Family Day Event honoring our late member Scott Smith. Total paid out was $ 4319.00.

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Membership Report: We are currently at 135 members. We should be ahead of last year's total before the end of the year. Just a reminder, be sure to let your friends and neighbors know that if they join any time after October 1, the membership cost is only $100.00 for new members. This would include the remainder of 2016 and 2017.

Field Maintenance Report: Mark Durkac reported that thanks to Jerry Ruthven, we now have a completely rebuilt flight stand. Jerry also replaced the wing protectors on the other stands. Gary Snyder and Jim Giallombardo have done an exceptional job of keeping our field mowed. With all the rain lately that has become a large undertaking.
Mark also asked that if you take a chair out to the flight line please bring it back after you are done flying for the day. They are getting wet and some of them are starting to rust.

Safety Report: Dave DeWitt reported no incidents of any kind to report. Our thanks go out to all of our members for taking safety seriously.

Instructors Report: We currently have three students. They are coming along very well.

Newsletter Report: All is well.

Old Business: We are still working on finding out if we have stray frequency issues at the field. Bob Doherty said he will work with our neighbor, Badcocks to see if they have any equipment that could cause interference.

New Business: Four years ago, Dr. Art Magarino had a new building put up to replace our old withering shed. Today, Art formally donated the building to the club. We would like to thank him for his wonderful generosity.

Scotty Smithwick introduced himself as the new head of the Southeast Pylon Racing Association. He took over for our late member, Scott Smith. He gave the club a brief overview of where he wants to take the racing organization.

There was a pylon race in Ft Lauderdale. They had some glow fuel left. The racing group wanted to donate it to a local club. Scotty decided to give it to ours. Scotty then asked if they could use our field in the afternoons of September 9 and 10 so that their members could practice for an upcoming race. A motion was made and passed to allow it. They will be setting up the pylon poles and club members are still welcome to fly at that time. Finally Scotty announced they would like to hold a pylon race at our field next year on March 25 and 26. He wanted to know if our club would be willing to help as it needs a minimum of 11 people per day. This event will take place one week after Frank Tiano's Florida Jets.

Polk County has announced plans to develop a flying field in the Northeast part of the county. Its location will be somewhere East of Haines City.

New Events: Our club event, The Golden Age of Flight, is going well. E-mails will be sent out soon and it is on Facebook and other social media. 12:00 O'clock High will not require many club members to help. We may help with crowd control but not on the flight line.

Sportsmanship Award: Because Dan Hudson has spent time keeping our entrance way sign in great shape, he was awarded the plaque for this month.

50/50: Wally Sundey collected $100.00. The winning ticket went to Jerry Ruthven who promptly turned his share back to the club.

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

We had a couple of new aircraft show up at the field recently with their proud owners, Dennis Peterson & David DeWitt.

Dennis's newest addition is this great looking 1/3 scale Balsa USA Sopwith "Pup". Dennis is true to form once again with the detail and craftsmanship he puts into all his aircraft.

POWERED BY: DLE 120

WINGSPAN: 120 "

LENGTH: 77"

OVERALL WING AREA: 4428 SQ/IN.

David's newest bird is also something to see. Built from a Nick Ziroli Kit, this P-51 Mustang named "***GUNFIGHTER"*** is a 2.6" – 1' scale model.

Powered By: DA 85

Wingspan: 98"

Length: 83"

Wing Area: 1650 SQ/IN.

Weight: 36 LBS.

Complete with flaps, retracts and a few more "goodies", she looks almost as good on the ground as she does in the air.

THE NEXT IRCC CLUB MEETING WILL BE

SATURDAY October 1st 2016

AT THE FIELD STARTING AT 9:00 AM!

Imperial R/C CLUB

Flight of the QUESTION MARK ?

By: David Raff

While the aircraft that I am patterning my entry for the IRCC Golden Age of Flight Event Nov.11th & 12th set the flight endurance record in 1929, this was not the first successful attempt at aerial re-fueling. That actually took place in 1923 over Rockwell Field in San Diego Ca. A second flight, also in1923 set the previous record at 37 hours. The Question Mark shattered this by staying aloft non-stop for over 151 hours (Jan1st to January 7th 1929). The "modified" Atlantic Fokker C-2A Transport was stripped of all non-essential equipment including the radio, which in that day was not very reliable anyway, to make room for the additional fuel & oil tanks that would be needed. Flight Mechanic SSgt. Roy Hooe was tasked with developing a pumping system to be able to provide oil to the 3 engines from inside the cockpit. Specially made catwalks out to the engines were also installed - just in case emergency repairs were needed in flight. We'll talk more about that later…..

The main engine's standard 2 blade propeller, shown in the picture to the left was changed out for a 3 blade just before the flight took place. While it is not documented why, the thought may have been to reduce the rpm's on the engine to conserve fuel and fatigue on the motor.

They decided to keep the 2 blade prop on the two outboard engines.

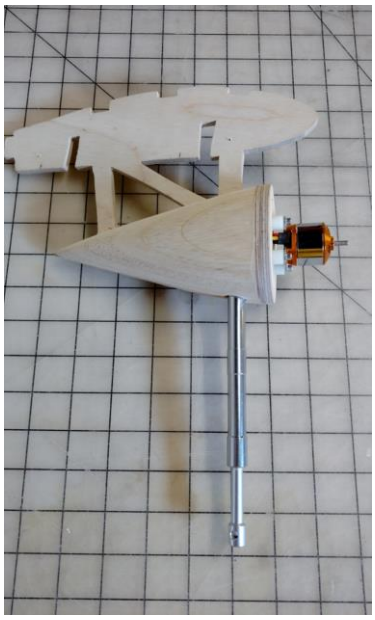
A hatch was cut into the roof of the Question Mark behind the wing for transfer of the fuel hose and passage of supplies from the "tankers" to the receiver. Doorways were cut on each side of the cockpit to access the "catwalks" for mechanic Roy Hooe if emergency maintenance to the engine were needed.

(Right) A picture of the daring crew just before take-off on January 1st, 1929.

The picture to the left is that of 2nd Lieutenant “Pete” Quesada standing in position awaiting the arrival of one of the two Douglas C-1 tankers. He and Major Carl Spatz shared the responsibility of “catching” the refueling hose from the overhead bi-planes and guiding it to the storage tanks inside the C-2A. On several occasions, due to turbulence and the constant change of the weight of the two aircraft during the refueling process, both Spatz and Quesada were drenched with high octane aviation fuel. They were immediately stripped of their clothes, wiped down with oil soaked rags to prevent chemical burns, given fresh clothing and the flight continued.

Back to 2016 and I am starting to build the outboard motor nacelles. These are made from ¼” plywood and a solid 3” square piece of balsa that has been cut in half for each side. The plans provide a template for the shape but there is lots & lots of sanding to be done. These not only are used to mount the motors but will house the esc’s and provide the support for the main landing gear struts.

I found the struts on Hobbyking.com and they should work great! They are made from aircraft quality aluminum for a 90 – 120 size aircraft and are “spring-loaded” to give a shock absorbing effect for those - not so graceful landings.



The picture to the left shows the main airframe assembly with the fuselage, main wing section and landing gear all fitted together.

You will notice the “mock” radial on the left outboard nacelle. I found these online at Park Flyer Plastics.

http://parkflyerplastics.com

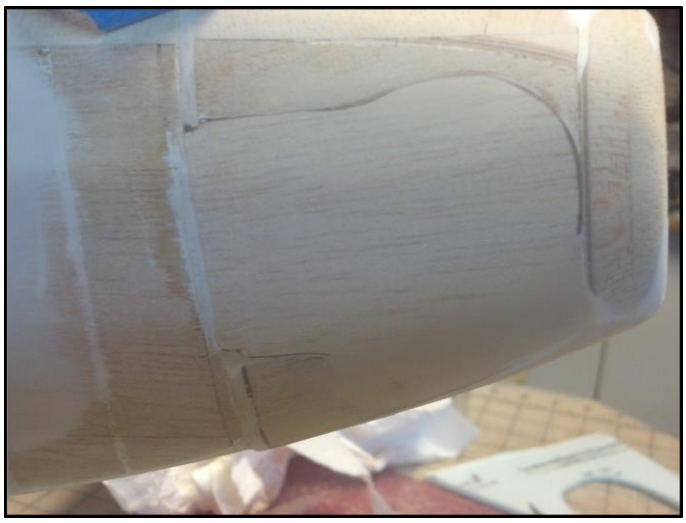
They have all kinds of neat stuff for the “finishing touches” on your special project. In addition to radial engine, they have canopies bombs, cowls, rockets, pilots and much more! Shipping is very reasonable and quick. I ordered these on a Monday and delivered to my house on Thursday!

The original design (and the way she was being built) called for a 60 size nitro engine, so the cowl had been cut to accommodate.

Since I am going electric, this obviously wasn't needed so I went back to my scrap foam, cut out a template (below) and then the balsa piece to fill.

Once again there was a lot of trimming and sanding to be done but the semi- finished results (below right) turned out better than I hoped with minimal plastic wood filler needed.

As they say - a little time and a lot of patience goes a long way!



Here is another shot of the main airframe with the cowl and "painted" radial engine added to the front.

The main part of the engine is painted a medium gray with the base of the cylinder painted a flat black. The heads are painted in an aluminum finish.

The pushrods are added by drilling the designated locations then inserting and gluing in brass rods.

Now that the front of the aircraft is almost done, it was time to start modifying the tail to look less like a Tri-motor and more like the Fokker.

The picture to the right shows the original vertical stabilizer. This is the traditional Ford Tri-motor design as you can see in the image below.

The Fokker C-2, as many of the aircraft of that time, had a more rounded vertical fin design. I first started by shaping the top and bottom of the existing stab. Using a felt tip marker, I drew a general template of what I wanted it to look like.

Then after making a few relief cuts to remove as much of the excess as I could do safely, I started sanding and shaping (Bottom Left). I then realized that the bottom was coming up a little short so I added a piece of balsa and went back to work. After a short time the stabilizer started to take shape and a Fokker C-2 tail feather was born (bottom center). The image below shows the finished “modified” vertical stab dry-fitted in place on the aft section of the airframe.

To be continued next month!

GOLDEN AGE of FLIGHT

"Fly-In"

Friday November 11 and Saterday November 12, 2016

The Imperial R/C flying field is located in Mulberry, Fl on SR 60 E.
2 miles east of intersection of SR 37. Our 30 acre site features
600'x30' foot asphalt and grass runways.

Join the host club of Top Gun, Florida Jet and Monster Planes for **TWO** days of flying Civilian or Warbirds that flew from 1917 - 1939. IRCC features a well-manicured and beautiful flying site.

Landing fee to be a unwrapped toy to be donated to toys for tots.
"No pre-registraion needed, just show up with your AMA card
and an unwrapped toy and enjoy the weekend"

Campers and camping welcome but no hookups. Fly from Dawn to Dusk!

For questions please contact:

CD Mike Zellars at mikezellars@gmail.com

Co-CD David Dewitt at Benz425@aol.com

Website for info and directions: www.imperialrcclub.com

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Directions, Area Hotels and more at FrankTiano.com or 863.607.6611.
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