

*It's Time for Some*

**April 2025**

# Propwash

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# AMERICA'S AIRFIELD

**Larry Odom**

**April 2024**

**Super Lucky Fly**

**Model of the Month**



STICK & RUDDER

MEETING MINUTES

CERTIFICATES /AWARDS

RCM Product Review "Super Lucky Fly" December 1983

100 MISSIONS 2025



# Stick and Rudder

By IRCC President Kevin Pazda

## May Meeting Date News

Please be aware of the adjusted date for the May meeting. To avoid conflict with the Frank Tiano, All Scale Fly-in, the first week of May, the meeting shall be held on May 10<sup>th</sup>.

**The Frank Tiano All Scale Fly-in** – By the time you are reading this, the scale event should be about to start or in progress. If you have some time to help out, come on out to the flying field and join in the event. Whether you are working, spectating, or participating, it is going to be a good show. The setup date is Wednesday the 30<sup>th</sup>, if you see this in time, we could use your help with that as well.

## Field developments –

**Mulberry** - As I indicated at our last meeting, the property that we use for our field in Mulberry has been sold. The new owner has been cleaning up the perimeter in preparation for some new fencing. We may expect additional work in the near future, but the development plan is something that will take some time. We have arranged to continue operations in Mulberry for the present. You may expect to see some unfamiliar folks on site, so do not be alarmed. The new owner has an interest in both full-scale and model aviation, and is interested in allowing our continued operation there as long as it is practical. Please join me in helping make our fun as stress-free as we can.

**Mosaic Peace River Park** – I have been in touch with the Parks and Recreation department to see if we could get better access to the flying field. My ask was to be able to drive through the gate, up the path, and park in the clearing that is roughly mid-field on the East side. I was initially rebuffed, but went back for a second run at the request. I received a slightly more positive response and an indication that they would take a second look at it.

What we really need to do is to demonstrate the interest in using the field, and interacting with the local caretaker. If you have never been down there, take a plane that you are comfortable with and make the trip. When you get there, you will see that the clearing that is ideal for a pit area is about 200 yards from the parking area. I feel like making some inroads with the local staff may make the difference in the support we may receive for better access.

## Stick and Rudder Continued

**Other fields** – I paid a visit to the Polk County Building and Zoning to learn about the restrictions and requirements for developing a flying site in Polk County. The important lesson is that the jurisdiction, zoning, and land use of the property can make a world of difference in what you can do and what the requirements are. The important part is that a potential flying site is more of a Goldilocks situation than I had imagined. So, keep your eyes out and ears open for vacant, barren, isolated property with reasonable access and beneficent owners.

**100 Missions over Florida** - The progress that some of the pilots have made is amazing! Not 3 months into the year and we have successful recipients of the 100 mission patches. Keep those sorties coming.

### Upcoming IRCC events

- **The Frank Tiano All Scale Fly-in – May 1-4, 2025.**
- **National Model Aviation Day – August 16, 2025**

I hope you get out to the field, look out for your neighbor, and enjoy the little things.

Sincerely,

Kevin Pazda

Imperial R/C Club President 2025



*We are hobbyists who dream, design, build, and fly model aircraft of all sizes for fun and competition. We do this because we enjoy the company of fellow enthusiasts, we love flight, and we want to see participation in our hobby grow.*

# Stick and Rudder Continued

## Continuous Information Update:

The 100 RC Missions Over Florida is alive and well for the 7<sup>th</sup> consecutive year! The 100 Missions flight log is posted in the case at the center of the main pavilion. Remember, this is a “Health Barometer”; if you’re feeling sick or curmudgeonly, come to the field, log some flights and you’re guaranteed to feel better! Even if you get your “100”, please keep logging your sorties throughout the year as it is interesting to see the number of sorties that get logged by our members.

If you notice anything broken or destroyed at the IRCC facility, please let Bill Pawl know about it and set the item aside, out of the way so that we may dispose of it properly.

If you’re interested in joining the Grass cutting crew and you can spare some time to join the crew, it would certainly be appreciated to give those who are currently on the crew some welcomed relief as it takes a few hours to cut the field so that all of our members can fly safely on our well-manicured field and runways! Bill Pawl will coordinate any training needed to operate the equipment. Please contact Bill Pawl via email at [proppusher64@yahoo.com](mailto:proppusher64@yahoo.com) to join the crew!

As a reminder, please do not fly over our northern boundary, which is the Se7en Wetlands and a bird sanctuary just north of our field. If you see someone flying over the wetlands, say something to that pilot! The IRCC membership has been doing a great job not flying over this boundary since it was made aware to us in February 2020!

No guest should be flying unless they are invited by an IRCC member, the member is present when their guest arrives, and the guest has a valid AMA membership. If you’re unsure, ask the person in question to see their AMA and who their IRCC sponsor is. As a member of the IRCC you have that right.

Get out to the field, introduce yourself to someone you don’t know, and make a new friend, when landing keep your wings level with the horizon and main gears first as gently as you can!

See you at the field!

Kevin Pazda  
Imperial R/C Club President 2025



# IRCC MEETING AGENDA

April 05, 2025

Total Adult members 90 / Needed for Quorum (20% w/2 Officers) 18

- The Pledge of Allegiance was said.
- The Meeting was called to order.
- Welcome any visitors or new members! New Members - Neil Paul and Tim Myer
- Awards/Certificates
  - Model of the month certificates, Nicholas Cain
  - 100 mission patch awardees: Jerry McGhee and Keith Genske

<b>IRCC MEMBERSHIP 2025</b>	<b>IRCC Membership Class</b>
96	Full Members
21	New Members
4	75/75 Members
6	Jr. Members
6	Comp Members
4	Snowbird Members

- Minutes – Motion to accept March as published in the newsletter. Motion, 2nd and carried
- Treasurer Report: All good and money in the bank
- Membership Report: Currently 90 members
- Field and Maintenance Report – Mulberry Field Status
  - Bill Paul is asking for volunteers to remove fencing when the time comes.
- Kevin updated us on what has been done and will be done at the field since it was sold and how it may be used in the future by the new owner. Several questions arose from the access gate at the back of the field regarding selling the Buildings to a new owner versus moving. Kevin also advised anyone storing something at the field might want to remove it since there will be unknown people having access to the field. Jeff Huges brought up the possibility of combining clubs with Triple Creek.
- Safety Report - Nothing to report, just a reminder about prop safety and throttle cuts.
- Instructors Report – (Jeff Hughes) The Trainer plane needs hinge tape to fix some minor issues, and Jeff will handle. New students being trained.

## IRCC Meeting Minutes Continued

- New Field Developments – Update for Lake Wales site: Nothing to report
- Old Business – No old business
- New Business
  - Kevin brought club dues changing for next year for the junior members and those who join after a certain time of the year, to be discussed in later meetings
- Future Events (6-month look ahead) –
  - The Frank Tiano All Scale Fly-in – May 1-4, 2025. The AMA Sanction has been approved.
- Over & Above Nominations: Bill Pawl for his field and equipment maintenance.
- Plane of the Month: We had two enter. First was Paul Birch with his LYNX OS45 nitro plane, hand-built and painted. Second was Larry Odom with his 1970 Pattern plane, the Super Lucky Fly nitro plane. with retracts and foam core 62.5-inch wingspan. It was a close vote, and Larry Odom won.
- 50/50 Drawing \$80.00 pot won by Jerry McGhee
- Motion to Close Motion made, 2nd and carried

*The End*



***You Gotta Be Kidding Me!***

# SAFETY MESSAGE

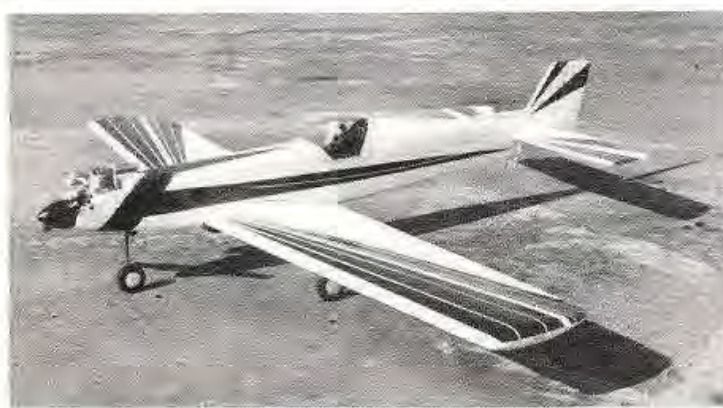
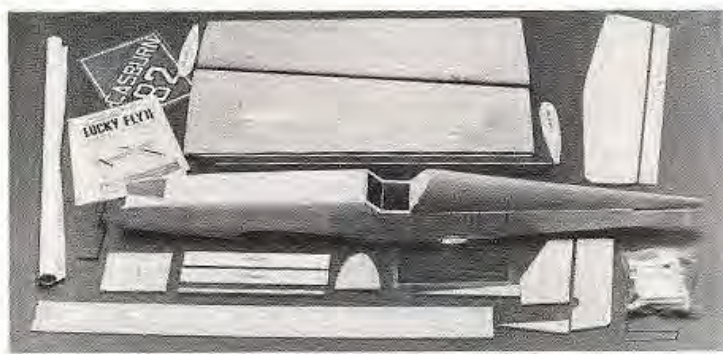


What You See  
When you fly  
through the Sun

# RCM PRODUCT REVIEW

**FLASH BACK**

## Johnny Casburn, Mfg. SUPER LUCKY FLY II



### SPECIFICATIONS

Name .....	SUPER LUCKY FLY II
Aircraft Type .....	Sport/Pattern
Manufactured By .....	Johnny Casburn, Mfg. 5821 East Rosedale Fort Worth, Texas 76112
Mfg. Suggested Retail Price .....	\$89.95
Available From .....	Both Mfg. & Retail
Wingspan .....	62 Inches
Wing Chord .....	12 Inches
Total Wing Area .....	650 Sq. In.
Fuselage Length .....	53 Inches
Stabilizer Span .....	24 Inches
Total Stab Area .....	156 Sq. In.
Recommended Engine Range .....	50-75
Recommend Fuel Tank Size .....	12 Oz.
Recommended No. of Channels .....	4
Rec. Control Functions .....	Rud., Elev., Throt., All.
<b>Basic Materials Used in Construction:</b>	
Fuselage .....	Balsa & Ply
Wing .....	Foam, Ply Covering
Tail Surfaces .....	Balsa
Building Instructions on Plan Sheets .....	No
Instruction Manual .....	Yes (9 pages)
Construction Photos .....	No (Drawings)

### RCM PROTOTYPE

Radio Used .....	Futaba 7FGK
Engine Make & Displacement .....	Webra .61 Speed
Tank Size Used .....	10 Oz.
Weight, Ready to Fly .....	116 Oz.
Wing Loading .....	26 Oz./Sq. Ft.

### SUMMARY

**WE LIKED THE:**  
Ply wing sheeting. Pre-alignment of fuselage. Quick assembly.

**WE DIDN'T LIKE THE:**  
Slight mismatch between plans and instructions.

are detailed and interspersed with pictorials to assist the novice builder. Casburn Manufacturing has apparently been revising their assembly techniques as the instructions did not match the plans or parts in some cases. Apparently the original kit included a wing brace that is no longer deemed necessary. One reference in the instructions was to "chrome coat," a term never before encountered. It was assumed that this reference was to the plywood wing sheeting. (*Editor's Note: Apparently our kits were minus an additional sheet of instructions that describes the new ply covered wings. This sheet is being included until such time the instructions can be redone.*)

A minor modification was made to the kit in the form of the addition of balsa block wing tips. The kit supplies a 1/4" wing tip block which allows the aileron to extend from the fuselage to the tip of the wing. We preferred to have the ailerons enclosed at the tips, hence the much larger wing tip blocks were added.

Two pages of the instructions, including drawings, are dedicated to the fitting and installation of the ailerons. These simplistic instructions ensure the novice builder of correct alignment and installation. It is reassuring to see a manufacturer provide such detail to the potential "first pattern flier." Many times instructions are directed to the expert / builder / flier which lets the novice builder/flier flounder.

The fuselage is pre-aligned and glued and only requires

**A**dvertisements for Johnny Casburn Manufacturing have become more prevalent over the last few months, enticing the average modeler to purchase the Super Lucky Fly II in .40 and .60 sizes, the J.C. Trainers in .20, .40, and .60 sizes, the Minette, the Funett, the Super Tex, and the LFX VI pattern ship. All of these kits come ARF with 1/64 plywood sheeted foam wings and pre-aligned fuselages, showing a great deal of manufacturing and pre-assembly skills. The Super Lucky Fly II was ordered direct from the factory at a very reasonable price. In fact, two kits were ordered. UPS delivered the two 6" x 14" x 50" boxes the same week as the order; which says a lot for Casburn response to orders and UPS delivery. Both kits were packed with canopies carefully wrapped, the hardware bagged, and paper dunnage protecting the fuselage and wings. The most impressive attribute upon inspection of the kit was the ply covering of the wings and turtledeck. A single flaw appeared in the ply covering of the foam turtledeck on both kits. A crack occurred in the 1/4" radius at the rear of the turtledeck. The cracks were about 1 1/2" long. This is minor since the flaw is removed when the vertical fin slot is cut.

#### Construction:

Since the wings are foam and pre-covered, and the fuselage is pre-aligned, the assembly is quite fast. A full nine pages of instructions and a set of 38" x 76" rolled plans accompany the kit, far more than needed. The instructions

..... that the 1/4 firewall be tapped out, drilled to accept the motor mount and fuel lines, and then reinstalled with slow drying epoxy and trailing edge stock. The instructions provide step by step guidance on the installation and alignment of the vertical and horizontal tabs, in relation to the engine and wing. In general, the fuselage goes together with a bit of 15-minute epoxy, some aliphatic resin, and a few drops of Zap. The canopy was not installed as instructed since the aircraft was to be painted, therefore, the canopy was installed later.

**Cover/Finish:**

Since we planned to use the Super Lucky Fly II in pattern contests and general sport flying, it was decided to paint the aircraft instead of MonoKoting. The wing received three coats of sanding resin as opposed to finishing resin, with sanding of 120, 200, and 400 grit paper in-between coats. The fuselage received the same treatment. After the resin was dry, a tack rag was used to wipe the parts down. A total of four light coats of acrylic enamel were applied as the base coat. Trim consisted of two coats of red and blue acrylic enamel star bursts. The bottom of the wing received a red checkerboard pattern to help differentiate from the top of the wing. If the Lucky Fly II were MonoKoted, the weight would probably drop to the 6½ to 7 pound range.

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- Has equalizer circuit with pilot light.
- Has jacks for external voltmeter.
- Use on boats, cars, planes.
- Use on transmitter and receiver
- Use for motor break in.

**Engine:**

The Super Lucky Fly II was destined for the installation of a Webra .61 Speed as a power plant from the very start. The Lucky Fly had more than enough room for the installation. Since the firewall and wing dowel bulkhead were pre-aligned, and the nose gear bracket was mounted in conjunction with the motor mount, a 10 ounce tank was installed. A bit more flight time could have been gained by the installation of a 12 ounce tank.

**Radio Installation:**

A Futaba 7FGK was installed with the standard four functions. Retracts will fit nicely in the wings, if desired. The wing was thick enough so that the

aileron servo was buried in the wing with only the servo arm protruding through the skin. A tray was used on rails which was, in turn, attached via silicone to reduce vibrations. A 550 ma flight pack was installed with enough room remaining for a 1200 ma pack or a redundant battery system. Pushrods consisted of steel rods inside of blue

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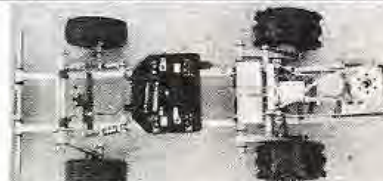
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## SUPER LUCKY FLY II

from page 195/42

nyrod with supports every 4". The fuselage has an abundance of room for radio installation and the rails are provided in sufficient length to permit adjustment of the final C.G. by servo tray location adjustment. It should be noted that the plans do not identify the C.G. A reference in the instructions located the C.G. at a point 1½" to 1¾" back from the leading edge of the wing at the tip. A dynamic balance using a microwave scale and a ruler located the C.G. at a point 1⅝" to 2" back from the leading edge at the tip. The dynamic balance point proved to display a very crisp three turn spin and sharp snap roll characteristics.

### Flying:

The Super Lucky Fly II performed its maiden flight at 7:15 one evening in a very brisk breeze. Controls were a bit more than indicated in the instructions with an anticipation of kicking down to dual rate on the transmitter. Liftoff was smooth and level. A slight amount of left rudder trim was required to keep it from crabbing. After a few minutes of trimming (and calming of the nerves), full power was applied and the novice/sportsman flight pattern was attempted. Under full power the controls were much too sensitive and dual rate was applied. Even in half rate under full power and with full elevator, a loop was only 30 to 40 feet in diameter. The initial landing was quite smooth considering the headwind. The Lucky Fly has a very gradual descent rate that enables the pilot to feather his landing. After a 50% reduction in elevator and aileron control throws, the 2nd, 3rd, and 4th flights were quite respectable. The Webra .61 provided an immense amount of power and pulls the Lucky Fly through rolls and loops without any sag. A zero/zero wing/engine alignment requires very little down elevator in inverted flight.

### Conclusion:

The Super Lucky Fly II appears to be well-designed and constructed. A rewrite of the instructions, omitting non-applicable instructions, might be nice. The kit is designed for the average flier who wants a performance oriented sport ship or a competitive beginning pattern aircraft. The Super Lucky Fly II is more than capable of placing in the novice or sportsman pattern events held by most clubs. The cost of the kit is well in line with the performance and quality of the completed aircraft.

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Model 6915  
Model 2742  
Model 2104



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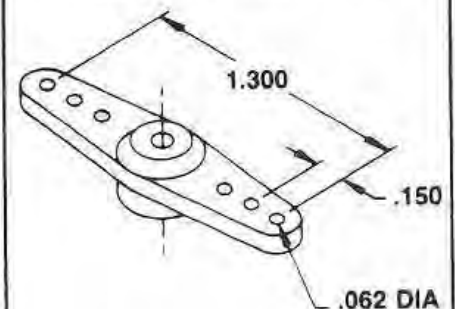
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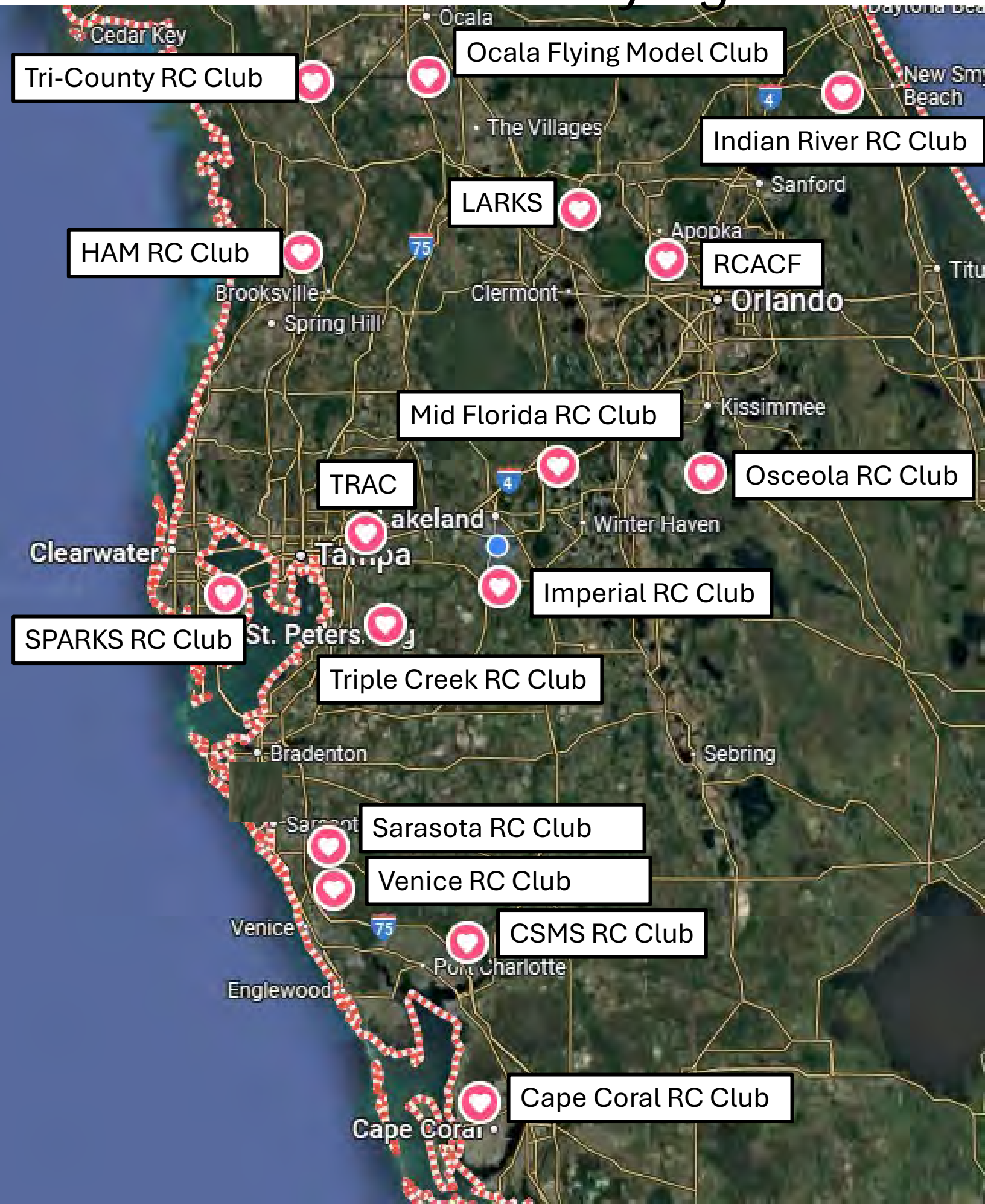
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# Central Florida RC Flying Clubs



# April 2025 IRCC Meeting Day



Keith Genske receives his 100 RC Missions Over Florida Patch!



Jerry McGhee receives his 2025 100 RC Missions Over Florida patch!



# IRCC 100 Missions Over Florida

## ROLL CALL 2025



**TOM CARRACINO**

**JEFF HUGHES**

**JERRY MCGHEE**

**KEITH GENSKE**

## LOG YOUR SORTIES!

- 1Flight = 1 tank of fuel or 1 battery
- Crashes Count as a single flight
- Touch and goes do not count toward your 100 sorties count.

# FRANK



# TIANO

## ALL SCALE FLY-IN

### MAY 1<sup>ST</sup> – 4<sup>TH</sup> 2025

**SCALE AIRCRAFT ONLY**

## Mulberry, FL

#### AWARDS 1<sup>ST</sup> 2<sup>ND</sup> & 3<sup>RD</sup>

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Saturday, May 17th

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# 2025 Model of the Year Nominees

January - June



**January**  
**George Hoekstra**  
**Tower Hobbies Kaos**  
**ARF**



**February**  
**Will Reding**  
**Skywing Laser 260**  
**ARF**



**March**  
**Nick Cain**  
**Xtreme Flight Laser**  
**ARF**



**April**  
**Larry Odom**  
**Super Lucky Fly**  
**ARC**

**May**  
**TBD**  
**TBD**  
**TBD**

**June**  
**TBD**  
**TBD**  
**TBD**

# **NEXT IRCC MEETING**



**SATURDAY  
May 10, 2025  
10:00 AM**



## IRCC FIRE ANT CONTROL

**If you see a mound, kill the mound!**

The IRCC Fire Ants are in full bloom. If you see a mound, kill the mound! **It is up to every member to help control these fire ants. Do not wait for the next guy to take care of it. If you see it, you are responsible for it.** Go to the West end of the main shelter, open the fire ant killer bucket, scoop out one cup, sprinkle the contents in the cup on to the target mound and return the cup to the container, then seal the lid.





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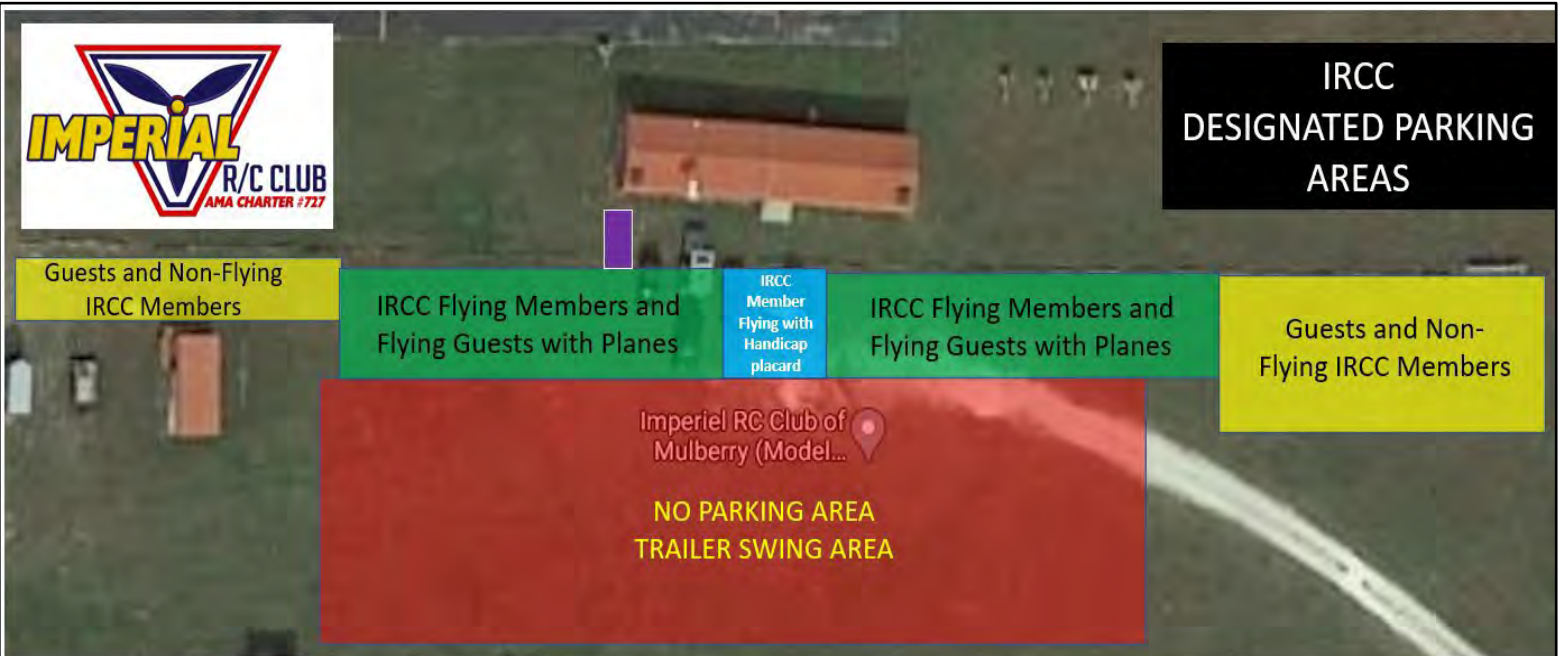
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- 3 Designated spots for IRCC members with handicap placards and they intend to fly during their visit to the IRCC. Non-flying park in yellow spots
- Parking for any IRCC member or guest with a plane and they will be flying during their visit to the IRCC
- Art Magarino's Parking Spot

- Designated 8 end parking spots for all non-flying guests and members of the IRCC who did not bring a plane or intend to fly during their visit.
- No parking area. This space is needed for IRCC members and flying guests who bring trailers to have enough swing space to properly back into a flying parking spot.

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



**PRESIDENT**

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**Will Reding**

**[VPresident@imperialrcclub.com](mailto:VPresident@imperialrcclub.com)**

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**Jerry McGhee 3<sup>rd</sup> Year**

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