

Touch & Go

By: Scott S. Smith

Now that the summer is drawing to a close, I hope all of you had a wonderful time. I am looking forward to the days becoming a little milder, and also to the winter meets coming up. Doug Bruns is hard at work making sure that the heli meet details are taken care of, and I know that he would love for some of us to let him know that we are there to help with whatever he may need. These events take a lot of time, planning and volunteers to be a success. Take a minute to let Doug know that you are there to help in any way that you can. Since all of our summer trips are done now, I want to strongly urge all of you to be at the next meeting, we have some very important details to discuss about the event, as well as taking some ideas on ways to make this year's event really stand out. Don't put this important event for the club and the heli community on the back burner. This event is our major money gainer for the club, and will insure us that we won't have to raise the budget for the club by other means.

I am also interested in ideas for some new events for next year. I feel that an early spring fun fly event would be a good way to boost membership in the early part of the year, when we need new members, and are searching out people for Top Gun and other events. I know that for many years we had one, and we may once again need to revisit the idea. This type of event would be different from all of our other events in the sense that it is open to any type of aircraft and could be full of fun competition contests that all of us could compete in. We need to get on this now if we want to have time to get it ready for the first quarter of next year, so bring your ideas to the next meeting and lets see what you all think. We need to get our events set now for next season, so all you CD's

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TOPGUN
April 27 – May 4, 2004



get with me and let me know what you want to do, or if you would like to do the spring airshow. Well, until next month, remember this sport is about people as much as it is about our aircraft. If you can't afford to lose it, you can't afford to fly it. Sir Isaac Newton said "what goes up must come down." Murphy's Law says, "Whatever can go wrong, will." And, some other wise man said that, "the angle of approach is equal to the probability of survival". Lately, I seem to be proving all of these people right on a regular basis! Oh well, the important thing is to bring your planes out, fly, have fun. Make plans to be the next club meeting, and I will See ya' at the field...

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There are no minutes for the August meeting as there was not a quorum present. No official business could be conducted, and the meeting was adjourned after a short social session.

There are several items of interest and importance that need to be discussed, and voted on at the September meeting. Please be there, and be on time. The meeting starts promptly at 7:30pm.

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*Courtesy and
common sense
makes R/C modeling
fun for everyone.*

Mowing is

a priority!!!

When the field is being mowed, Bunk has the right of way. Don't fly over or near him. He has the authority to close the field if he feels that he is unsafe.

Look for Changes....

Rick Ruede – Aero R/C Hobbies

Just another reminder that Aero R/C is trying to aid all of us R/C guys. Please let Rick know what you need, and what you want him to carry. He can't know unless we tell him!!

AERO R/C HOBBIES will be under going some changes in then next month or two. They are planning to expand their existing shop and inventory. That is where you come in!! Rick would like to get feedback from you as to items that you would like to see them start stocking or items that they need to stock more of that in the past they have run out of when you were there. In addition, if there are problems you have had in the shop PLEASE let Rick know.

If you do have any suggestions, comments or ideas please contact Rick. He can be reached at his home e-mail at ruede@tampabay.rr.com, or you can send it to him at his home address below or let him know at the field when you him there.

Help Your Flying

By JohnBurdin

For many years I have used a neck strap to support my transmitter. I have found that this eliminates the urge to move the transmitter around, raise and lower it and simply makes it more stable. Weather I am flying a Jet, Helicopter, Pattern Plane or a fun-fly sport ship, it makes things a bit more enjoyable and less to worry

about.

For the maximum in convience and performance, the length of the neck strap should be so your transmitter is about level with your elbows as the transmitter hangs in front of you. This enables you to rest your hands on the transmitter without feeling like you have to raise them up over the top of the transmitter. Or, at the same time reach for it. After all the purpose of all this is to put the transmitter in a comfortable and manageable position.

From here it is very easy to rest your hands on the transmitter allowing for your full concentration to be directed towards flying your model, instead of how to hold your transmitter. As one moves to higher performance aircraft this all becomes even more useful. It's pretty tough to operate the different controls on a transmitter such as levers, switches and knobs while flying and holding the transmitter all at the same time.

A transmitter tray may also be very useful. It accomplishes many of the same objectives of the neck strap, however there are some trade off's. The tray is an extra piece of equipment that must be carried with your gear. The neck strap simply goes in your transmitter case or, field box or toolbox. From a safety standpoint the transmitter tray is not optimal. It is very difficult in most cases to hand off the transmitter to another pilot in an emergency. It's not good for a beginner or even moderately experienced pilot for the same reason.

Both neck straps and trays are popular with many levels of pilots and some of the best pilots don't use them. However, most of the better pilots do use them, and almost all of the pilots of high

The IRCC monthly club meeting is held in the terminal building conference room at the Lakeland Linder Airport. The meeting is on the first Thursday of each month and starts promptly at 7:30pm.

performance models use them.

My choice and my recommendation for simplicity, and ease of use is the neck strap. If you give it a try, don't make a snap decision on how you like it the first flight. You must learn to use it like most other things, and once you do, you will likely love it !!!

World Pattern Championships

Last month I printed some information regarding the US National Pattern Championships. Recently the US team: Chip Hyde, Jason Shulman and Sean McMurtry competed in the World Championships in Poland. Each performed very well, and as a team they won the Gold Medal !!!! Tony Stillman did a great job as team manager, and also deserves a big thanks for all his work that led to the team success.

I will reprint some information regarding the event and more will be forthcoming in the various media reports. Maybe the most revolutionary thing about this years event is the electric powered pattern ship used by Jason Shulman. There will be lots written about that in the coming months.

Congratulations to the USA Team !!!

1. USA 3111.91
2. Japan 3027.22
3. France 3011.77

Here are the top 14 of 30 from the four Preliminary rounds with the top ten going to the semifinals.

1	Ch. Payant-Le Roux	FRA
2	Quique Somenzini	ARG
3	Chip Hyde	USA
4	Jason Shulman	USA
5	Roland Matt	LIE
6	Sean McMurtry	USA
7	Yoichiro Akiba	JPN
8	Wolfgang Matt	LIE
9	Tetsuo Onda	JPN
10	Sebastian Sittler	ITA

11	Bernd Beschorner	GER
12	Ewald Trumpp	GER
13	Marco Benincasa	ITA
14	Masato Kusama	JPN

Once in the Semi Finals are complete the remaining ten highest scores transfer to the finals. Where they all start with a clean slate and it's a one day four round tournament.

1	Christophe Paysant-Le Roux	FRA
2	Chip Hyde	USA
3	Quique Somenzini	ARG
4	Jason Shulman	USA
5	Roland Matt	LIE
6	Yoichiro Akiba	JPN
7	Bernd Beschorner	GER
8	Masato Kusama	JPN
9	Tetsuo Onda	JPN
10	Wolfgang Matt	LIE

The final individual results are amazingly close and in the end two of the US competitors did very well!!!! Sean McMurtry finished 11th in the semifinals and should be commended as well.

1	Ch. PAYSANT-LE ROUX	FRA	2000
2	Quique SOMENZINI	ARG	1940,2614
3	Chip HYDE	USA	1939,1889
4	Tetsuo ONDA	JPN	1917,9665
5	Yoichiro AKIBA	JPN	1899,0825
6	Masato KUSAMA	JPN	1889,2643
7	Jason SHULMAN	USA	1885,1951
8	Roland MATT	LIE	1868,5992
9	Bernd BESCHORNER	GER	1856,1221
10	Wolfgang MATT	LIE	1786,2159

If you have not see anything about the model

airplane that flew the Atlantic nonstop. Here is some preliminary info on the achievement.

Muncie, Indiana - August 14, 2003 - The TAM 5, a piston powered radio controlled (RC) model aircraft, has just completed the first successful non-stop, transatlantic flight for a model. Maynard Hill, a past President of the Academy of Model Aeronautics, and the STAR team were successful in taking off from Cape Spear Newfoundland, Canada, and landing 38 hours and 23 minutes, and some 1888.3 miles later in Mannin Beach, County Calway, Ireland. The landing honors were done by current Academy of Model Aeronautics President, Dave Brown. Two world records will be filed with the Federation Aeronautique Internationale (FAI) for distance in a straight line, and duration of flight. The Academy of Model Aeronautics would like to congratulate all of the team on this significant accomplishment! This tremendous feat took over a decade of planning. As a reminder regarding press contact, focus on the positive efforts of the team and its accomplishments. If you should be approached by the

press with requests for additional information, please direct them to the AMA headquarters.

September Meeting Agenda

Discuss events

Both proposed and new ideas will be looked at.

Discuss the "Heli" Meet

As it grows closer there are things to decide and act upon.

Who's building what ?

Bring your newest creation and show the other members what you are doing.

Field Maintenance

We will discuss having a field maintenance day prior to the Fall events.

If you have a topic for discussion let Scot Smith know so he can put it on the agenda.

Coming Area Events

IRCC Helicopter Meet

November 1-2

Doug Bruns

863-299-8863

DBruns6549@cs.com

Florida International Jet Rally

November 7 - 9

Lake Wales Airport

www.phonecsi.com/fjfwweb

IRCC Winter IMAA Meet

December 6 - 7

Dave DeWitt

863-644-3815

benz425@aol.com

Florida Jets

March 4-7, 2004

Lakeland Linder Airport

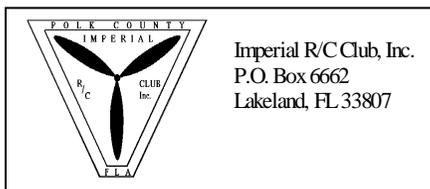
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Top Gun

April 27 - May 4, 2004

Lakeland Linder Airport

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Don't
forget the
stamp

OUR NEXT MEETING IS: September 4th