

It's time for some

# Propwash

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

September 2004

[www.ImperialRCClub.com](http://www.ImperialRCClub.com)

## Touch & Go

By: Scott S. Smith, - President

**ATTENTION:** If you are reading this message, you survived hurricane Charley! As we all look at our homes, possessions and the havoc that the storm brought to our lives, always remember that the fact that you survived is the most important thing. All of our possessions can be replaced, the power will come back on, and we can repair the damages to our belongings as long as we are still here. The only thing we can't fix is a loss of a friend, companion, family member or ourselves. Life is too short and important to worry about things we can replace, treasure the gift of life that you and your loved ones have and try not to let the temporary challenges foul up what is really important; our relationships and fellowship with one another.

I want to thank all of you for being at the last meeting, and for accepting the new By-laws, Club rules and Policies in such an easy movement. There were a couple of minor verbiage questions, and one point omitted accidentally that we will present at the September meeting for review and implementation. We will also address some issues like a new PA system that seemed to get forgotten, but are becoming very relevant due to the upcoming events.

In closing, I would like to say thanks to all of you for making this club an inviting, and fun place to hang out at. Our hobbies are meant to be enjoyable, relaxing and enriching to our lives. Lets all make sure that these are our priorities when we come out and we will all get more out of our experience together. I know that I enjoy the time I spend with all of you, and I hope the enjoyment we have in each other is the main focus that we all pursue. I'll see you at the field...

\*\*\*\*\*

## Beginners – Listen and Learn !!

*This is from a tread on RCU in the beginners section. Since we have a lot of new pilots it may be of interest. It may also be of interest to many experienced pilots who may have forgot some basic radio maintenance procedures. Hope you get something for this.*

*For a full color version of the IRCC newsletter go to our website, and follow the newsletter link. A color version may also be printed from the website.*

### Question:

I had a pretty catastrophic crash last week with my trainer, after 7 months with no major problems - the wing came completely off in flight! It made for a pretty neat spectacle though, and gave people in the pits plenty to talk about.

Anyway, apart from some crumpling to the front of the fuselage which I'll repair at some point (I bought a replacement fuse in the meantime), everything else looks ok. I've been transferring the engine, servos etc to the new fuse, and go to the point where I powered on to see if everything was wired up ok, and the servos jiggle into position when I first power it on, but there is zero response from my transmitter.

Is it normal that a crash can damage your receiver? The section in the damaged plane holding the radio and servos was undamaged. Could the shock from hitting the ground cause my radio to die?

### Response #1:

Of course a crash can kill a receiver, servo etc ... best to wrap a receiver in aircon piping insulation foam. Its cheap and works bloody well.

### Response #2:

Check your switch, battery, and the crystal in the receiver. Some time wire in the switch harness get pulled apart at where the plug in.

### Response #3:

I had the same thing happen to my RX after a crash. I was told not to trust a crashed RX without sending it to the MFG to have it tested. I sent it in and all they found was a broken crystal. They tested it, replaced the crystal, and sent it back to me no charge. At least you will have a little assurance before you put it in a new plane.

### Response #4:

I agree with sending it back. For instance, you could have a cracked PC board that is only making intermittent contact, or something as simple as an intermittent antenna wire, too. You'll never know for sure. But you DO know that something just isn't right.

You can send your stuff back to the mfr, or to a 3rd party repair facility. I send mine to Radio South RC ([www.radiosouthrc.com](http://www.radiosouthrc.com)). I've been using them for years. Part of their repair procedure is to vibration-test the rx to simulate conditions in an airplane.

For example, I just had a problem with the Futaba receiver in my Rascal 40. It acted like it was getting 'hits' on

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

P.O. Box 6662  
Lakeland, Florida 33807

**PRESIDENT:**

**Scott Smith**  
863-670-5141

[ssmith4710@aol.com](mailto:ssmith4710@aol.com)

**V.P. Jim Urick**  
863-858-4741  
[iflyrc@earthlink.net](mailto:iflyrc@earthlink.net)

**SECRETARY:**

**Dee Miller**  
863-644-3866  
[aquaclean@tampabay.rr.com](mailto:aquaclean@tampabay.rr.com)

**TREASURER:**

**Dave DeWitt**  
863-644-3815  
[benz425@aol.com](mailto:benz425@aol.com)

**DIRECTORS:**

**Dr. Art Magerino**  
**Arnold Schmidt**  
**Charlie Patterson**

**FMO**

**Dale Anderson**  
863-648-0422  
[dalejanderson@earthlink.net](mailto:dalejanderson@earthlink.net)

**SAFETY OFFICER:**

**Rick Ruede**  
863-682-7210  
[rueude@tampabay.rr.com](mailto:rueude@tampabay.rr.com)

**MEMBERSHIP CHAIRMAN**  
(Looking)

**NEWSLETTER EDITOR:**  
**John Burdin**  
863-648-9933  
[jwburdin@tampabay.rr.com](mailto:jwburdin@tampabay.rr.com)

**Website:**  
[www.ImperialRCClub.com](http://www.ImperialRCClub.com)

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

the ground. I could get a range check on the plane, but it wasn't as good as ones that I'd gotten previously. So, it got sent in, and I'm glad I did it. It turns out that the RF deck was bad. It didn't cost as much as a new receiver.

It's worth it just for the peace of mind.... then you know that you're doing things right. Not worth the risk, in my opinion.

*The bottom line is; trying to save a few bucks can cost you an airplane. Proper receiver and servo repair, switch replacement, battery pack replacement etc are inexpensive ways to help insure failure free radio operation, especially after a crash.*

\*\*\*\*\*

### IRCC Meeting Minutes

08/05/04

President Smith called meeting to order at 7:36.

The minutes of the July meeting were accepted.

The Treasurers report was accepted. We now have 73 members

**Guests:** Tommy Woods (joined after the meeting)

**Field maintenance:** The club authorized Dale Anderson to move ahead with Safety Barriers at a cost of about \$ 650.00. Dale is looking into a new First Aid Kit.

**Safety Report:** All electrics will follow the standard flight rules. It is recommended that pilots stand behind the pilot barriers, but it is not required.

**Instructors Report:** Alan Sale and Chan Nguyen were awarded his pilot status.

**Newsletter Report:** None

**Website Report:** No new report.

**Events:** There was a discussion led by Doug Bruns concerning the Helicopter Meet. The IMAA meet is on for Dec. 4 and 5. Pylon meet waiting for a sanction from the governing body.

**Old Business:** The club passed revised By-Laws, Policies, and Field Rules

Motion to adjourn was made and passed.

## SAFETY FIRST

By: **Don Nix, District 8 Safety Director**

I wanted to share the information I gleaned from reading a recent batch of accident reports. In the time period I reviewed, there were 22 accident reports, of which 14 involved injuries to one or more people, and 8 were solely property damage.

### INJURY ACCIDENTS

Of the 14 injury accidents, 12 - yes TWELVE - occurred while the model was on the ground, during or just after starting the engine, before takeoff. Here's a very brief synopsis:

1. Fingers in prop while reaching for transmitter after starting engine -stitches in 2 fingers.
2. Adjusting needle - lacerations of thumb and two fingers, required surgery to repair bone and tendons.
3. Stitches required on finger from contact with prop after starting engine.
4. Started engine, throttle surged, plane got away, cut arm. needed medical attention.
5. Prop hit finger while removing glow plug starter battery.
6. Cut finger while adjusting needle, which had homemade extension. (And apparently didn't work too well.)
7. Started engine, reached around prop, engine went to full throttle. Two severed tendons and 32 stitches.
8. Plane swung around while running on ground. Cut thumb and 3 fingers, required treatment for 7 months.
9. Cut finger in prop while adjusting needle - 10 stitches.
10. Lost control on landing, model veered into pilot, cut arm, required stitches.
11. Started engine, owner said radio "cord" (assume neck strap?) caught a part of the model, causing it to swerve into owner. 10 inch wound in leg. Taken to hospital in ambulance, remained there 3 days. Off work for 3 weeks.
12. Lost control on landing, hit two other flyers (who had been warned "landing" and who had acknowledged). One minor injury, the other was knocked down and broke arm and pelvis.
13. Running up engine after starting; model "turned into owner," cut arm, extensive damage to muscles and tendons, requiring treatment over period of 3 months.
14. Started engine, then got finger in prop. Cut finger and fractured bone.

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday September 2nd , and starts promptly at 7:30pm. Bring a chair (if you want to have a seat).

#### PROPERTY DAMAGE ACCIDENTS

1. Another flyer turned on same frequency, although the flyer already in the air had the pin. Damaged automobile.
2. Engine died on takeoff; model veered into van; damaged.
3. Glider snagged with tow line, hit car; damage.
4. Model believed to have encountered interference; damaged car.
5. Helicopter flew away, believed to have been caused by intentional interference by neighbor in area on ham frequency. (Which prompts repeating an oft-stated caution: It doesn't matter HOW GOOD YOU ARE, if someone turns on an other transmitter on your frequency. You ARE going to crash!)
6. Model collided with car, no reason given; damage.
7. Started model, "went to full throttle," hit and damaged truck.
8. "Lost control" - hit/damaged vehicle.

Of the 12 injuries sustained on the ground, almost all of them would have seemed to be rather easily preventable by simply doing what we all KNOW to do, but which most of us have neglected at one time or another:  
Never start a model without a helper holding it.

Do all needle adjusting from BEHIND the prop.

Admittedly, there usually isn't much we can do about interference and/or mechanical electrical failures, except to be meticulous about keeping our equipment in good condition, keeping batteries charged properly, etc.

Novice flyers should always have an experienced modeler check out their equipment, for sure before a first flight.

In-flight incidents/accidents can be minimized by keeping a healthy distance from the flight line for everything except takeoffs and landings.

I fail to see any good reason to make Mach 2 high speed passes right under the other pilots' noses. Show off all you want, but keep it AWAY from the flight line and pits.

You might really enjoy showing what a hotshot pilot you are by executing consecutive inverted outside whifferdills 4 feet from the flight line, but it might be offset by the embarrassment of having to apologize to a person you've injured if someone happens to turn on their transmitter on your frequency. However, we CAN minimize or even eliminate almost all those starting-up incidents accidents by just taking a few seconds more, not rushing the process, and using our heads. Most of us spend more time bragging and telling lies to our fellow modelers than we do flying anyway, so taking just an extra minute or so to be extra careful is hardly a burden.

Remember....in addition to avoiding injuries and damage accidents, the hobby you save may be your own.

#### **Here are some interesting pictures**



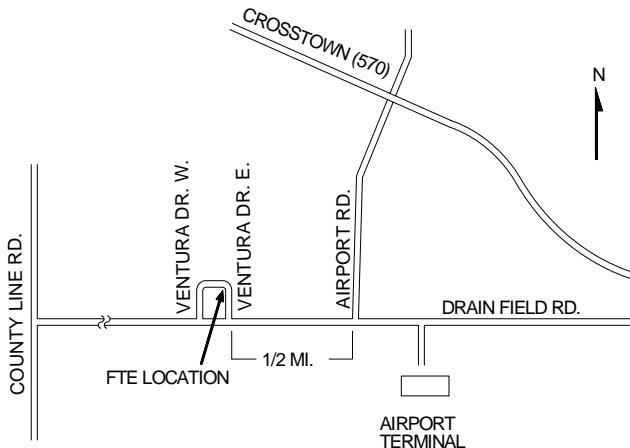
Nice hand Launch



Very Low Approach



I must have hit the gear switch



*This map takes you to where we have our monthly club meetings, normally held the first Thursday of each month. Remember to bring a chair.*

There are a number of other businesses in and around FTE. By the time our meeting time rolls around, most of the employees of those businesses should be gone home. This leaves a lot of parking, and a very short walk. Please **DO NOT PARK ON THE GRASS** at FTE or any of his neighbors

**OUR NEXT MEETING IS: September 2nd**  
*Check out the directions to our meeting place.*

## Sept. Meeting Agenda

### Future Events

The 4th Heli Spectacular, IMAA and a Pylon Race. Any ideas for other events may also be discussed.

### 2005 Positions

We will discuss need for some “new blood” in our leadership positions as nominations are only two months away.

### New PA System

The one we have is 12 years old and we need a new one.

### Who's Building What??

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

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

## Coming Area Events

### Florida Int'l Jet Rally

November 5<sup>th</sup>, 6<sup>th</sup> & 7<sup>th</sup>  
 Lake Wales Airport  
[www.floridajetflyers.com](http://www.floridajetflyers.com)

### IRCC "Heli Spectacular"

November 13<sup>th</sup> & 14<sup>th</sup>  
 Doug Bruns CD  
[DBrunz6549@cs.com](mailto:DBrunz6549@cs.com)  
[www.imperialrcclub.com](http://www.imperialrcclub.com)

### IRCC Winter IMAA Rally

December 4<sup>th</sup> & 5<sup>th</sup>  
 Dave DeWitt CD  
[Benz425@aol.com](mailto:Benz425@aol.com)  
[www.imperialrcclub.com](http://www.imperialrcclub.com)

*Look for Pylon Racing to return to the IRCC in the near future !!!*

## IRCC Instructors at work again ?!?!?!?

