

Tail Spin

By: David DeWitt, President

Top Gun starts on Wednesday, April 26 and goes through Sunday April 30 and is the largest event that our club is involved in this year. The IRCC will be supplying manpower for flight line control, transmitter impound, pit security, t-shirt sales and front gate ticket sales. The club had 65 members as of 4/16/06 and that should give us an adequate number of people to fill these positions if everyone will volunteer to help out at the event. This year anyone, that works a full day will receive a ticket for free lunch. Just see David DeWitt at the registration tent at 8:00 AM for work details and a lunch voucher.

Top Gun Schedule

Tuesday, April 25, 2006

Practice flying from noon until 5 pm

Wednesday, April 26, 2006

Practice flying and Static Judging 8 am – 5 pm

Thursday, April 27, 2006

Static Judging & Practice flying 8:00 am
11:30 am First Round Pro-Am 12:00-
2:00 pm Practice flying continues to 5 pm

Friday, April 28, 2006

Static Judging & 2nd Round of Pro-Am 8:30-
10:30 am Practice flying before and after
noon break 3rd Round Pro-Am 3:00-5:00 pm

Saturday, April 29, 2006

Two rounds of Masters, Expert and Team
Scale – 8:15 am

Sunday, April 30, 2006

Two rounds of Masters, Expert and Team
Scale- 8:15 am

If you have not signed up to work please email me at benz425@aol.com or call me at 863-838-4459.

We are very fortunate to have one of the best flying sites in Florida and it's nice to see the large number of members turning out to fly on the weekends. I would like to see the club organize a fun fly event and a cookout one weekend after Top Gun. We can talk about this at the next club meeting. *Fly safe and see you at the field.*



April 26th – 30th
Lakeland Airport

Welcome New Members:

Patrick Conner
James Hampton
Mike Keedy
Gary Marshall
Hunter Walton.

Introduced at the April Meeting

Contributions to the IRCC newsletter by club members are always welcome. Hobby related are best, and both humorous and general information about R/C may be used. Please forward your material to the newsletter editor via Email so we can use our member's ideas.

All contributions for the Newsletter should be submitted no later than the 15th of the month.

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

This month I will publish the first of a four part article on model fuel written by Don Nix. Don was the past president and developer of PoserMaster Fuels. He is an expert in the subject, and everyone should find his information interesting and informative.

All about Model Aircraft Fuel Part 1

by Don Nix

No. 1 - What's the Oil Content?

Fact (A) - It's quite likely that no other single facet of modeling generates as many myths, misconceptions, misunderstandings, errors (and more than a few lies), or as much outlandish goofiness as model fuel....one of our absolutely necessary, non-optional items for powered flight.

Fact (B) - Of all the above, the one fact that rouses the most questions - and without doubt the most wrong answers - is the ongoing nonsense about the amount of oil required in model fuel.

Myth: Model Glow Fuel must contain XX% oil to operate properly, perform well and protect the engine.

Fact: There is no such fixed number....at least not a valid one.

Why not? Think about it: In order for this to be true, all oils used in model fuel - all of them - would have to be identical in every characteristic. Does anyone honestly believe they are? I doubt it.

While lubricants compounded for full-size engines - automotive, recreational vehicle or aircraft - are rarely, if ever, suitable for use in model engines (for many reasons), nevertheless, there are a number of base lubricants that are available for our highly specialized use. However, most of these must be modified slightly or extensively by the use of a variety of additives and modifiers.

While Klotz model oils are perhaps the most well-known to the average user, and are quite good, they are by no means the only lubricants available to model fuel blenders, and there are currently a number

own set of technical specifications and characteristics.

At this point, we should point out that we're speaking of the so-called "synthetic oils" popularly used in modern model fuels. Castor oil...the oil of choice, and, indeed, the only suitable model engine oil for many years, is more of a common and known factor. Assuming a good grade, if a fuel uses only castor as its lubricant, then we could give you a fixed percentage, at least for the various engine groups and types.

However, few model fuels intended for R/C use today contain only castor oil as the lubricant. For the purposes of this discussion, we will only deal with fuels containing either straight synthetics, or a blend of castor and synthetics.

So what does all that mean?

Let's draw a little picture here: Suppose at some point in your life, you become concerned about living a long and healthy life, so you decide to consult a doctor for advice as to how to accomplish this. When you come to the subject of food, you say, "Well, tell me, Doctor...if I wanna still be healthy and virile at 90, how do I eat?" The good doctor replies, "M'boy, if you will eat two pounds of food a day, you'll be fine!"

My guess is your response would be something like, "well, what kind of food, Doc? After all, no two are exactly alike...is that two pounds of lettuce or two pounds of pork chops?" If he replied, "It doesn't matter. Just as long as you eat that two pounds every day, you'll probably outlive your kids." My bet is that you'd run, not walk, out of that quack's office!

Why, then do we blindly follow someone's Word From On High when they say (in words engraved on stone tablets), Thou shalt use no fuel that does not contain XX% oil." It makes absolutely no sense to me, nor do I think it will to you, if you just stop to think about it. All foods are different; so are oils.

If that's true, why do the instructions with my engine specify a fixed percentage of oil? Simple - to protect themselves. All engine manufacturers have been burned (figuratively and literally) in recent years by "bargain priced" fuels containing either inferior oils, or insufficient amounts of oils. Every one that I've talked to will admit off the record that they know that fuels

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday May 4th and starts promptly at 7:30pm. Bring a chair - if you want to have a seat.

containing good oils won't need as much as their instructions say. But they also say they know they have no control over that, so they are going to print a high number, in hopes that amount of even a cheap oil will be sufficient. Frequently, it isn't.

So why not just put a lot of oil - at least 20% or more - in fuel and not worry about it? A lot of reasons...all good ones. For example:

Too much oil - any more than is necessary - makes the engine run really crappy. Think about it: methanol burns; oil doesn't - or at least it shouldn't. (Some do, but that will be dealt with in another installment.) Common sense would tell us that the less oil (non-burnable) we can safely use (to an irreducible minimum point, of course), the more methanol (burnable) we will have in our combustion chamber. More burnable ingredients = more power.

One well-known magazine writer, with more than 50 years engine experience, tells me that in his experience, for every 1% oil removed from model fuel, the effect is about the same as adding 1% nitro methane. And it costs a lot less!

By the same logic, the less oil we use (to the predetermined minimum, of course), the less the oil is going to be dousing the glow plug element, and we should be able to achieve a lower, smoother idle.

Next to nitro methane, oil is the most expensive ingredient in model fuel. By not using an unnecessary amount of oil...especially if it's just to satisfy some Great Guru's edict...the manufacturer can keep the cost of the fuel down, which puts a smile on all modelers' faces. Remember that even an additional 25 cents in manufacturing cost translates to an additional dollar....or more....at the retail level.

So, what is the right amount?

It all depends...on what kind of oils, in what combinations, with what additives, etc. And for what use? Sport airplanes... Racing... Helicopters... Boats... Cars... Ducted Fan? What size engines? (As engine size increases, they need progressively less oil. Why? Simple mathematics. Surface area of the combustion chamber increases at about half the rate as the displacement increases.) Most people know that the big T.O.C. and Unlimited racing engines use oil in the 4% to 5% range.

Ducted fan and helicopter engines typically need more oil, 4-strokers less. It might be surprising to most airplane flyers to know that top competition model car engines use fuel with oil contents in the single digits, even though they are turning in the 40,000 - 50,000 rpm range, and have no fan in front to cool them! As matter of fact, they will hardly run on regular airplane fuel.

the student, but when completed, student should be competent heli pilot. Doug has seen to many people try to teach themselves and become discouraged. Doug has 6 members signed up so far.

Minutes from April 6, 2006 Club Meeting
Allen Sale, Secretary
Rick Ruede Standing in for him

The meeting was called to order at 7:30 PM by Vice President Dale Anderson with 12 members present.

Meeting minutes and Treasurers report approved. The following new members were announced at the meeting: Patrick Conner, James Hampton, Mike Keedy, Gary Marshall, and Hunter Walton.

There was no Field & Maintenance report. Safety officer had nothing to report at meeting. There was a quick discussion about missing pins by club members leaving their club cards in the slot. Also it was asked when the new pin board would be completed.

There was no old business.

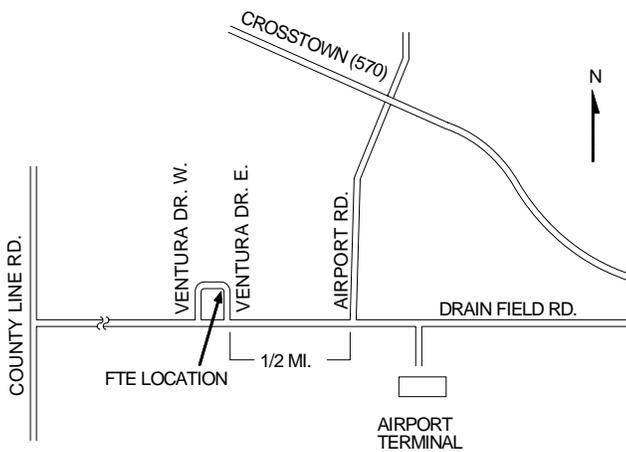
In new business it was mentioned that AMA was looking to get help from its members regarding the Military Toy and Hobby Bill regarding the manufactures trying to get royalties for scale model aircraft. This announcement was going out to all members via e-mail according to Sean Curry.

Volunteers for Top Gun were called for and anyone that could help were asked to get with David Dewitt about days and times.

SEMPRA has approved October 6, 7, and 8, 2006 for our next pylon event. Rick Ruede will be the CD with Scott Smith assisting. Sanction will be sent off shortly so that coverage in the AMA Magazine would have time to be seen by more pilots.

There were 2 nominations for the Sportsman Award this month. Larry Loucks was nominated by Rick Ruede for his service at Top Gun, Soloing in 1 weekend, and for taking the time to thank his instructors via e-mail after that weekend. David Daniels (AKA MONKEY BOY) was nominated by Hunter Walton for climbing the famous Wally Pine Tree to retrieve his plane one weekend. The trophy went to Larry. Congratulations to both members!!!!!! Doug Clark brought in his new Dago Red plane that he had recently purchased. Very nice plane with retracts included in the ARF.

With no other business, the meeting was a motion was made and seconded to adjourn the meeting at 8:15 PM.



There is a vacant lot across the street from FTE which is a good place to park. There is another facility to the west of FTE which has parking. Please **DO NOT PARK ON THE GRASS** at FTE or his neighbors.

OUR NEXT MEETING IS: May 4th
Check out the directions to our meeting place.

May Meeting Agenda

TOP GUN
 Follow up report

Getting Ready for Summer

Fun Fly / Open House
 Dave will report and make proposal.

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 Dave DeWitt know so he can put it on the agenda

Coming Area Events

Top Gun
 April 26th – 30th
FrankTiano.com

Air Fair 2006
IMAA Fly-In
 Golden Eagle Squadron #368
 SRQ Field
 Sarasota, Florida
www.sarasotafl.org fro all the info or call: 941-924-7034

Fall Pylon Race
 "Mulberry 500"

Florida International Jet Rally

IRCC "Heli Spectacular"

IRCC / IMAA Winter Rally

First Polish Airliner

