

## CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

This column serves as a channel for me to pass on news, information and reminders to our members concerning upcoming events, issues and things going on within the club. Usually what you see here is a listing of events and dates and a call for volunteers to support the activities we are involved in and that is a pretty good format so I think I will stick with that and list this months priorities.

Play nice in the sandbox. Do unto others as you would have done to you. Respect your elders. Ladies first. Watch your Language. Don't talk with your mouth full. Don't pick your nose in public (private is OK). Be kind to animals. Cross the street at the cross walk and look both ways. Smokers pick up your Butts, Spitters use a cup, don't litter, clean up your mess, your mother doesn't work here.

We have heard all of these a thousand times and I have been asked to issue a reminder that as an organization of individuals, The Imperial Radio Control Club, Inc. is judged by the individual perceptions and impressions of those who observe us in the public domain. Respect is earned, not granted.

As a guest at another field, handling Impound duties at Florida Jets, collecting gate fees at Top Gun and even just flying at our field, when we come into contact with the general public, with other hobby enthusiasts and our own members, we are judged as an organization by our individual actions, attitude and demeanor.

You do not get a second chance to make a first impression. Your actions as an individual reflect upon the group as a whole. When you see a visitor at the field go up to them, say hello, be friendly, ask and answer questions make them feel welcome. At all times watch foul language, no one will be impressed that you can cuss like a hip hop "Rap Star", they will be impressed by your positive attitude.

When you see someone at the field doing something unsafe or breaking the rules, don't call them an idiot. Be nice and friendly; remind them of the rule or how to act in a safe manner. If you do not get nice in return, report the incident to the safety officer.

*Enough Said!!*

### **New Members**

*Proposed at the January Meeting*

James Barnett  
Larry Minott  
Sidney Rosen



March 6 – 9

Lakeland Linder Regional Airport

### **Volunteers Needed**

Please contact David DeWitt to schedule your membership work days. The club will supply cold drinks and lunch, and you will see some terrific model aircraft. Lot's of hobby vendors on site, and many other cool things to see.

David DeWitt

863-838-4459

[Benz425@aol.com](mailto:Benz425@aol.com)

### **Family Day !!**

Saturday FEBRUARY 23<sup>rd</sup>

*More details as they become available.*

### **Roll Coupling**

If the plane rolls when rudder is applied, make a mix that has rudder as the master and aileron as the slave. The goal is for the radio to add the appropriate aileron when you apply rudder so that the plane stays in knife edge. Usually you mix right roll with left rudder, and vice versa. Start out with about 2 percent and then adjust from there

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

P.O. Box 6662  
Lakeland, Florida 33807

**PRESIDENT**

**Larry Loucks**

813-363-1654

[dummthum@yahoo.com](mailto:dummthum@yahoo.com)

**VICE PRESIDENT**

*Allen Sale*

863-644-7157

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

**SECRETARY:**

*George Nauck*

863 619 2897

[gsнаuck@aol.com](mailto:gснаuck@aol.com)

**TREASURER:**

**Rick Ruede**

863-944-8237

[rruede@tampabay.rr.com](mailto:rruede@tampabay.rr.com)

**DIRECTORS:**

**David DeWitt**

**Doug Bruns**

**Gary Snyder**

\*\*\*\*\*

**FMO:**

*Ian Clark*

**SAFETY OFFICER:**

*Looking*

**MEMBERSHIP CHAIRMAN**

*Looking*

\*\*\*\*\*

**NEWSLETTER EDITOR**

and

**WEBMASTER:**

**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 keep  
R/C modeling fun  
for everyone.*

## IRCC Meeting Minutes

January 3<sup>rd</sup> 2008

*Minutes recorded by:*

*George Nauck, Secretary*

Meeting called to order at 7:30 by 2008 President Larry Loucks.

Minutes of last meeting approved.

Sidney Rosen welcomed to the club, resident of Winter Haven following move from Tennessee.

20 members present for a good start to the new year. 46 members paid for 2008, with last year finishing with 87 members.

3 new members presented; James Barnett, Larry Minott, Sidney Rosen.

**Field Maintenance Report:** Ian painted new runway stripes and X's for those who use the runway. New pilot screens being built for pylon events and helicopter area.

**Treasurer's Report:** Dec. Approved

**Safety Report:** discussion about members not adhering to flying in designated areas and flying from the safety screens. Drawings of designated use areas will be prepared for next meeting. Signage will be prepared for the impound area notifying a requirement to communicate with mowing personnel before flying anything during field mowing day.

**Instructor's Report:** All going well.

**New Business:** Plan another Family Day for Saturday, Jan. 26<sup>th</sup>. Florida Jets March 6-9, David Dewitt will secure manpower/ Spring Pylon event Mar. 29-30 (weekend after Easter). Top Gun April 23-27. New combination to gate going into effect. Phil Haag to retain Sportsmanship Award another month. Long term members who no longer fly will be given Honorary Memberships. Norm Skinner, Harry ?, and Phil Haag nominated and approved. Club decided not to offer "Family Plan" discounts to family members over age of 18. 50/50 drawing took in \$47 with Earl Studstill going home rich.

Meeting adjourned at 8:40 PM.

Arthur is 80 years old. He's played golf every day since his retirement 20 years ago. One day he arrived home looking downcast. "That's it", he told his wife, "I'm giving up golf. My eyesight has gotten so bad that once I hit the ball I couldn't see where it went."

His wife sympathized and made him a cup of tea. As they sat down she said, "Why don't you take my brother with you and give it one more try."

"That's no good," sighed Arthur, "Your brother's ninety. He can't help." "He may be ninety," said the wife, "but his eyesight is perfect."

So the next day Arthur headed off to the golf course with his brother-in-law. He teed it up, took a mighty swing, squinted down the fairway, then turned to his brother-in-law. "Did you see where the ball went?"

"Of course I did!" "Where did it go?" asked Arthur. "I can't remember."

**Our next club meeting is:  
Thursday February 7<sup>th</sup>  
at FTE.  
Plan now to attend.**

**The Imperial R/C Club is  
looking for a new  
Membership Chairman. This  
position is not difficult;  
however it is important, and  
has been neglected over the  
past several years.**

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday February 7<sup>th</sup> and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

AMA Sanction No. 08-004  
The DeLand Golden Hawks  
Presents



## The 19<sup>th</sup> Annual Winter Rally of Giants

Thursday, February 21<sup>st</sup>  
through  
Sunday February 24<sup>th</sup> 2008

*It's time to take those planes to the warm Florida sun again.  
Leave the cold north behind and join us for some  
warmer weather and sunshine in DeLand, Florida.  
Non-competitive format for everyone to enjoy.*

Pilot Entry Fees: Pre-Registered - \$20.00 On-site \$10.00 per day  
Spectator Donation: \$3.00 each (12 years and under FREE)

### 60 / 80 Rules:

Biplanes 60" Wingspan  
Monoplanes 80" Wingspan  
or Documented 1/4 Scale

### Events & Flying Schedule

#### Thursday Feb. 21, 2008

Registration and Practice Flights 9 A.M. to 5 P.M.  
(Altitude limited to 400 feet)

#### Friday, Feb. 22 through Sunday, Feb. 24, 2008

Pilot Registration  
Pilots Meeting: 8:30 A.M.  
Open Flying: 9 A.M. to 6 P.M.  
(An altitude waiver to 1,000 feet in effect these days)

*I live at 8000 feet and would like to buy a remote control plane. We have tried a couple but failed, the air is thin here. Any suggestions?????*

*Move down to sea level ??? Good Luck*

*Where on a chicken are its nuggets?*

*Where on a buffalo are its wings?*

*Where on a fish are its fingers?*

*Why is abbreviated such a long word?*

*Why isn't Phoenix spelt how it sounds?*

*Why do you park in a driveway and drive on a parkway?*

*If a convenience store advertises "we never close" and are open 24/7, why do they still have locks on the doors?*

*If drinking and driving is against the law why do bars have parking lots?*

## Retired Modelers – this is for you. And maybe some who are not retired too.

I'm recently retired and able to do some things I wasn't able to do before, like get back full time into RC. I have flown RC many years, but took a break the last few years before I retired, for some reason.

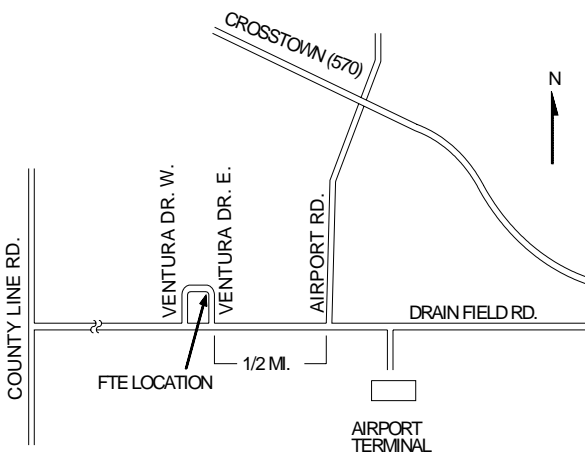
Preparing for retirement, for about a year I ordered a Warbird kit and engine and necessary misc items to complete it. When I retired and started building again, I decided I wanted to get another sport flyer going before I jumped on the warbird, so bought another kit, and of course I had to have a new engine for that one too.

I Have a couple of models that I flew a few years ago, but I needed to upgrade and start with new stuff, you know how it is. I mean, they are still there, I'll fly them someday.

I had an older Super Sportster kit that I decided to build before getting into the warbird. This time I did break out my old YS 120 to put on it. I made sure my wife knew I had had that engine a few years already. Decided to see what this electric fuss was about so I bought a small electric ARF and motor, and ESC, and battery, and another battery. Oh, and a couple of foamys (4). And I have bought a couple of YS engines. I put one in a Goldberg Edge 540 which came apart within 2 minutes on the first flight. Goldberg was at fault, but will not make good. (and that is another story) Searching for a replacement, and something to put my other new engine in, I have discovered a few ARFs that are just a bit too big or a bit too small for my YS 110, but they sure are neat kits, meaning I also need some more motors if I'm going to get the new airplanes.

Sounds good so far: But whenever UPS shows up at the door my wife is around asking, "You bought another airplane?" "I thought you had one already." "How much did this cost?" "Are you going to sell your other one?" Now, let me make myself clear. It's not like I'm taking food off the table or anything, we can sort of afford everything I have bought. But my wife just doesn't understand the difference between "I would LIKE to have this or that airplane, or engine," and "Honey, I NEED this one." You guys know what I'm talking about, don't you?

I mean, I have agreed to have only one wife, and I haven't traded her in after 42 years. Surely she can't expect me to live my life with only one



Please **DO NOT PARK ON THE GRASS** at FTE or his neighbors.

airplane. I mean, a guy has to live. It's against nature for a man to not have a full harem-- , I mean fleet of airplanes and spare engines and parts available and cans of fuel, and glue and tools, and a warbird kit that will be built someday.

So, why can't I convince my wife of that?

HUH? Tell me??  
WHY???????

***This is the last newsletter that you will receive if you have not renewed your IRCC membership.***

### Coming Area Events

#### **19<sup>th</sup> Annual Winter Festival of the Giants**

February 21 – 24  
Deland, Florida

#### **IRCC Family Day**

February 23rd

#### **Florida Jets**

March 6 – 9  
Lakeland Airport  
[www.franktiano.com](http://www.franktiano.com)

#### **Spring Pylon Race**

March 29 - 30  
Newell Terry Field  
Mulberry Florida  
[www.imperialrccclub.com](http://www.imperialrccclub.com)

#### **Top Gun**

April 23 – 27  
Lakeland Airport  
[www.franktiano.com](http://www.franktiano.com)

### **INSIDE IRCC**

*BY Larry Loucks*

This is a new column I will be writing each month that features some of the interesting and unique activities that our members are involved in. If you would like to be featured here I am looking for ideas and suggestions to address, so if you are doing something creative, new, different or something you think other members may be interested in or if there is an aspect of the hobby that you would like to see explored, please send me an email and we will look at it.

This first column happens to coincide with a major accomplishment by one of our members. Mike Zellars has succeeded in smashing the existing IRCC **prop** speed record of 171 mph with a new record of 182 mph established January 20, 2008.

**Flash update:** On Sunday January 27,2008 Mike did it again, the new, new record is now 194mph.

I had seen Mike at the field during the last few weeks working on and tweaking this red and white speed demon of a plane and even launched it for him once and helped him find the muffler after he blew it off the engine. When I heard through the grapevine that he had broken the record I sent him some questions and conducted a sort of email interview with him as follows.

LL: Why did you want to do this?

MZ: I always noticed the speed freak section of website and noticed last record posted was several years ago. I had a Jett .50 laying around looking for a home and decided to try to put it to use, to see if I could come close to the record. Talking to the speed guys, Rick Reude and Scott Smith, it kind of became a fun "BET YA CAN'T" kind of thing, so the game was on.

My goal was to break it with using an old engine and wood lying around. I have about 25 bucks in foam and wood in entire airplane. Otherwise, get a fast plane without spending mega money!! That was funnest part. Anyone can go on Internet and spend 1,000 dollars or more and get this kind of speed. My goal was to do it with what I had.



LL: How fast did you go, how did you measure it?

MZ: Fastest speed recorded was Sunday January 20, 182mph. Speed was recorded same way previous records were done, with a handheld GPS unit installed in plane. The GPS records multiple things, one of them being max speed. Attempts at records cannot have any dives, must be straight and level flight.

LL: What was old Imperial record, what is world record?

MZ: On the website under "speed freaks" it shows Rick Reude did 171 MPH a couple years ago. Not sure on world record other than it is a glider that holds it. Gliders in non power dives are extremely fast due to nothing holding them back.

LL: (a quick scan on RCU turned up a record of 244 mph in Germany, over 300 mph for a glider)

LL: How many attempts did you make?

MZ: More than I can count..lol... About a solid month of weekends of different setups, a couple design changes to drop weight etc.

LL: Who were your witnesses?

MZ: Rick Ruede, Allen Sale and a new member named Larry Minot.

LL: Airplane and construction, your design?

MZ: Yes, scratch built, most my ideas. Used a "laminar" airfoil on the wing, which means the thickness part of wing is in the dead center of wing, suppose to produce faster speed. Wing is fully sheeted and then covered.

LL: How did you decide on which airfoil to use?

MZ: Basically reading articles. The late Hal Debolt (long time RC'er AMA hall of fame) built a laminar wing 20 or so years ago and had great success with it. There was a particular article that got me interested in laminar airfoils. As mentioned before it was used on the P-51 for several reasons and this interesting article explains most of advantages of a laminar airfoil but less drag is what caught my attention. Drag = speed loss. :) Good reading and main reason I picked it for my test bed. . <http://www.aviation-history.com/theory/lam-flow.htm>

LL: What engine / prop did you finally use?

MZ: Engine is a Jett.50 with an Ultrathrust racing tuned muffler. 8" prop at ballistic rpms when it unloaded in air, mid 20k rpms.....scary!

LL: Any other information you think may be of interest?

MZ: Fuse is a basic box fuse design much like quickie planes. This plane is not race legal due to lighter weight and wing not meeting the square inch requirements. Was built for just flat out speed, not competition.

One thing I forgot to mention, my biggest help in achieving this speed came from Rick who was current record holder and Scotty who designed the Scorpion Pylon Racer.

They took my naming of my plane in fun. The plane, I named it the "Meerkat" is an animal in Australia that's main diet is eating Scorpions... Both guys wanted to see me break the record, which I am sure you and I will agree is what RC'ing with buddies is all about.

Thanks goes to those guys and of course and to various members of the club that hid under the shed and put up with me every time I put the plane in air. They were wise.....lol





AMA Sanction No. 08-004  
The DeLand Golden Hawks  
Presents



**The 19<sup>th</sup> Annual  
Winter Rally of Giants**

***Thursday, February 21<sup>st</sup>  
through  
Sunday February 24<sup>th</sup> 2008***

***It's time to take those planes to the warm Florida sun again.  
Leave the cold north behind and join us for some  
warmer weather and sunshine in DeLand, Florida.  
Non-competitive format for everyone to enjoy.***

Pilot Entry Fees: Pre-Registered - \$20.00 On-site \$10.00 per day  
Spectator Donation: \$3.00 each (12 years and under FREE)

**60 / 80 Rules:**  
Biplanes 60" Wingspan  
Monoplanes 80" Wingspan  
or Documented 1/4 Scale

**Events & Flying Schedule**

**Thursday Feb. 21, 2008**

Registration and Practice Flights 9 A.M. to 5 P.M.  
(Altitude limited to 400 feet)

**Friday, Feb. 22 through Sunday, Feb. 24, 2008**

Pilot Registration  
Pilots Meeting: 8:30 A.M.  
Open Flying: 9 A.M. to 6 P.M.  
(An altitude waiver to 1,000 feet in effect these days)