

CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

Well Top Gun is behind us and it was a resounding success. The weather was great, we did not have any major accidents, although we did find out that a Styrofoam bomb will put a pretty good dent an F-250 pick up truck. Frank Tiano has expressed his thanks to all of IRCC for our participation and efforts.

Our Raffle of the PTS Trainer really turned out well thanks to the extra efforts of our folks in the IRCC Booth and the mobile field sales machine, Wally Sundry.

Special thanks to all of our volunteers for their extra efforts, running the IRCC booth, working the gate, controlling the chaos on the flight line, providing pit security, administering the impound and doing all the things necessary to make sure that IRCC was well represented during this World Class Event.

Summertime is here, it's hot and we will be having some pretty good crowds at the field on weekend mornings. Play safe, be courteous, follow the rules, drink plenty of fluids and above all have fun and enjoy the fellowship with the other members.

The next events on the horizon will be an air show / demonstration for the Boy Scouts sometime in July or August and our Fall Pylon Race October 11 – 12, firm dates to be announced later.

Congratulation to Dennis Peterson, he was awarded the Sportsmanship Award by his peers for his tireless efforts in setting up and breaking down the airplane displays and manning the Raffle at the IRCC Booth for the entire Top Gun Event.

See you at the meeting!!

New Members

Proposed at the May Meeting
Jakob Parker

**Our next club meeting is:
Thursday June 5th at FTE.
Plan now to attend.**

Top Gun 2008

By: David Dewitt

I want to thank the 30 IRCC members and guests who volunteered at Top Gun this year. We all had a great time and made a few dollars for the club. The weather was perfect with the slight breeze and mild temperatures which gave the flight line crew a break from previous years of 95-100 degree heat. Doug and Wanda Bruns brought out their new travel trailer for the club to use as home base for the raffle and evening cookout. The club display area looked great with Larry Minott and Dennis Peterson's airplanes on display along with Doug and Rick's helicopters. This year's raffle was very successful, with the help of friends and club members who manned the raffle exhibit, and the persistence of Wally Sundry. The club sold a record number of tickets. The Friday evening cookout by chef Larry Loucks was enjoyed by all with great food and cold beer. Must have been good - we ate all the food and drank all the beer. Take a look at the pictures of the event on our web site.

Thanks again,

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

From the FAST LANE

By: Scott Smith

Hello guys, I hope you are all having a wonderful time enjoying the flying and friendships at the field so far this year. Rick and I are already looking and planning our next races in October and next March! For those of you who attended or participated in the last race, you should have noticed we raced all 3 classes in AMA racing for the first time ever! It all went great, and attendance was up. This is good news for us as racers, as well as a host club. We had pilots from nine states as well as one pilot from out of county. They all enjoyed it greatly from all the comments I got, and all wanted to thank the club for another wonderful time.

So what is the next step? So far, we have hosted only regional races, but I would like to take us to the next level. National races offer a few more incentives for a host club. They sponsor fuel, trophies and guarantee income to the club. These are the major expenses we incur from a race event. National events also draw from a larger pool of pilots. Most nationals are attended better, due to the fact that the points will carry to any region, where as a regional race has limited national impact.

More pilots, more planes, less expenses, what's the catch? For most clubs the list is a long one, but the only one thing we lack one thing. Our pylon runway needs to be expanded from 30' x 50' to a 40' x 100' strip. Larry, Rick and I are looking into getting some prices from different sources, as well as donations. We will present our findings at a meeting in the near future. If the cost isn't too alarming, we may become one of less than 10 fields in the US who can host these events; I am excited just thinking about it!!! I hope you are too.

If anyone is feeling the need for speed, let Rick or I know... we will put you on the right path to the **fast lane!** We will soon be testing the all new, all composite Scorpion for the top level of Quickie 500 – AMA 428. We also can get you into a wooden 424 Sport Quickie and help you with the knowledge we have gained. Let us know if you get the itch... ;-) We will see you at the races

**From the Windom Eagles Model
Airplane Club, Windom, Minnesota**

The Know-It-All Modeler

A very knowledgeable modeler with a know-it-all arrogant attitude challenged club members that he could answer any model related questions. For a small \$5 bet, he would go around and ask each member to ask one question. If he answered wrong, he would lose the bet. True to his words, he could answer all questions until finally no modelers would take up the challenge.

Always on the lookout for a new victim, one day the arrogant modeler came across a new novice member. "I challenge you that we will take a turn to ask model-related questions," said the modeler. "But because you are a novice, if I can't answer your question, I'll pay you \$100 dollars. But if you can't answer my question, you'll pay me \$5."

The novice just wanted to get on with his flying and refused the bet. However, after repetitive, annoying words from the arrogant modeler, the novice just wanted him off his back so he accepted the bet.

The novice asked his question first: "What airplane has five wings, three tails, and one aileron, fitted with only an O.S. 28 and can go up to 250 km/h?"

After a long thought, the arrogant modeler concluded for the first time, he did not know the answer and paid the novice \$100.

"So what's the airplane called?" asked the arrogant modeler.

"I don't know," said the novice. He handed over the \$5 and pocketed the remaining \$95 for himself. Then he got on with his flying!

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday June 5th and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

IRCC Meeting Minutes

May 8, 2008

*Minutes recorded by:
George Nauck, Secretary*

Larry Loucks called to order at 7:37 after Wally Sunday sold \$87 worth of 50:50 tickets. Nearly everyone present suckered in.

Minutes from previous meeting were accepted.

Sean Curry reported on the visit of himself, Jim Urick, and Bob Curry to the Boy Scouts Roundtable to continue organizing a Scouts Day at the field. It will be only for 11 year olds and up, likely mid-July to late August. Thinking is to have an "air show" for them to demonstrate all types of aircraft and different kinds of crashes. Will have a club & scout meal like a Bar BQ. Planning will continue and progress will be reported next meeting.

A new member applicant, Jakob Parker was introduced.

Field Maintenance – Ian plans to replace broken plexiglas doors on bulletin board. Discussed ongoing plans to re-roof the shelter.

Safety Report – No major issues to discuss. Mention was made about conflicting patterns being flown at times. You should contact the Field Safety Officer if your aircraft is up for more than 4 hours.

No report/discussion pertaining to Newsletter or website. However, John encourages members to submit items to help him make the newsletter informing and interesting.

Past Events – Top Gun was very successful. FTE generously rewarded the club for their volunteer efforts. The raffle of the PTS Trainer was successful and added to the club coffers. Much gratitude for those who donated their time and worked the event.

Future Events – Other than the planned Boy Scout day, we have all summer to recuperate from all the events and just go out to the field and have FUN. Next event is a Pylon Race, tentatively Oct. 11-12.

New Business – Scott Smith presented a proposal to make next pylon event a national event. This would receive national publicity and draw more participants. The national organization would pay the cost of fuel, awards, etc., and would guarantee minimum registration. However, we would have to increase the size of the starting position paving to 40

ft by 100 ft. It is required that we be able to use all 4 lanes instead of only 3. Authorization was given for Scott to investigate methods to get paving at minimum cost.

Sportsmanship Award – Unanimously voted to present to Dennis Peterson for his tireless efforts setting up and breaking down his airplane displays and manning the raffle for the entire event.

50:50 raffle resulted in Wally getting the money, while a second ticket drawn provided Jacob Parker with the epoxy kit donated by the neighboring vendor.

Meeting adjourned at 8:30.

From the Portland Area Sailplane Society Gresham, Oregon

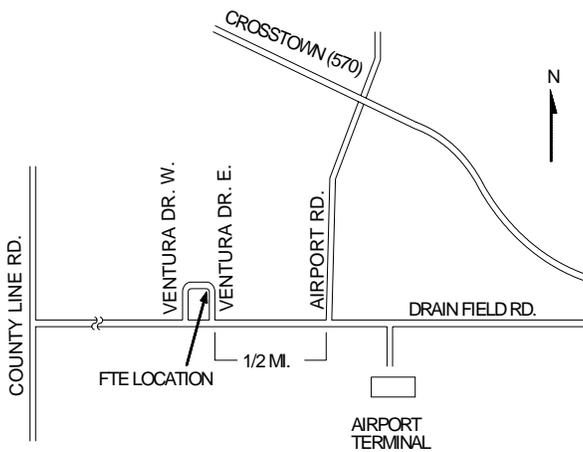
Aviation History: Charlie Brown's Story

Charlie Brown was a B-17 Flying Fortress pilot with the 379th Bomber Group at Kimbolton, England. His B-17 was called 'Ye Old Pub' and was in a terrible state, having been hit by flak and fighters. The compass was damaged and they were flying deeper over enemy territory instead of heading home to Kimbolton.

After flying over an enemy airfield, a pilot named Franz Steigler was ordered to take off and shoot down the B-17. When he got near the B-17, he could not believe his eyes. In his words, he had never seen an airplane in such a bad state. The tail and rear section were severely damaged and the tail gunner wounded. The top gunner was all over the top of the fuselage. The nose was smashed and there were holes everywhere. Despite having ammunition, Franz flew to the side of the B-17 and looked at Charlie Brown, the pilot. Brown was scared and struggling to control his damaged and blood-stained airplane.

Aware that they had no idea where they were going, Franz waved at Charlie to turn 180°. Franz escorted and guided the stricken airplane to and slightly over the North Sea towards England. He then saluted Charlie Brown and turned away, back to Europe. When Franz landed he told the control operator that the airplane had been shot down over the sea, and never told the truth to anyone. Charlie Brown and the remains of his crew told all at their briefing, but were ordered never to talk about it.

More than 40 years later, Charlie Brown wanted to find the Luftwaffe pilot who saved the crew. After years of



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

research, Franz was found. He has never talked about the incident, not even at post war reunions.

They met in the United States at a 379th Bomber Group reunion, together with 25 people who are alive now—all because Franz never fired his guns that day. Research shows that Charlie Brown lived in Seattle and Franz Steigler had moved to Vancouver, British Columbia, after the war. When they finally met, they discovered they had lived less than 200 miles apart for the past 50 years.

Coming Area Events

IRCC Fall Pylon Race

October 11 – 12

Rick Ruede:

Richard.Ruede@lakelandgov.net

Scott Smith:

ssmith@hansonwalter.com

15th Florida International Jet Rally

Lake Wales Airport

October 30 – November 2

www.floridajetflyers.com

IRCC "Heli Spectacular"

Mulberry, Florida

November 7 - 9

David Dewitt, CD

Benz425@aol.com

863-838-4459

IRCC IMAA Winter Rally

Mulberry, Florida

December 6 - 7

David Dewitt, CD

Benz425@aol.com

863-838-4459

INSIDE IRCC

BY Larry Loucks

After hearing about some crashes of new airplanes we have had at the field recently, for this months Inside IRCC I would like to present some excerpts from an article in Model Airplane News Titled, Test Flying your Big Bird by Gerry Yarrish, he is their Senior Technical Editor. He brings up some good points, the best of which is to ask an experienced friend to check your airplane and setup. If any of you would like the full article please email me and I will send you the link.

Test Flying your Big Bird, by Gerry Yarrish

Sooner or later, you will reach the point at which you want to test-fly a new model yourself and not leave it to a more experienced builder. Let's look at some of the many things you need to check and consider to ensure a successful first test flight of any model, and especially your first giant-scale plane.

FORMULA FOR SUCCESS

By all means, ask an experienced friend to help you check a new model to see whether anything is missing or whether the setup is incorrect. A second pair of eyes is always good. Remember: a successful first flight doesn't start at the flying field, it starts on your building board. I give you my word that if you build a sound, straight model, your chance of having a good first flight will be 100 percent better. Here's a preflight checklist of questions; I call it my "10 top reasons not to fly!" If you can't answer "yes" to all 10, you should not fly—at least, for the time being.

1. Are all your controls installed properly with hinges that don't bind and have only a minimal hinge gap?

2. Are your servos and pushrods properly installed? Tight control surfaces aren't of much use if you have excessive slop in your control system.
3. Are your servos, pushrods and control horns the proper size for your model? Servo torque (output strength) must be up to the task at hand (see Figure 1).
4. Is your battery pack big enough, and is it properly charged? With bigger control surfaces and stronger servos on board, you need batteries with a higher capacity; start thinking four digits for battery size.
5. Does your engine run properly? To fly safely, your engine must run reliably and idle low enough to allow you to land easily. Throttle response should be smooth, and the carb must be adjusted properly.
6. Does your model balance properly? Is the center of gravity (CG) within the range shown on the plan? Second only to battery failure, improper CG location is a common cause of losing a model.
7. For gasoline engines: is your fuel fresh and properly mixed with 2-stroke oil? If this is the first flight of the flying season, don't use the fuel that been sitting in the container all winter. Dispose of it properly, and buy new gasoline.
8. Did you range-check your radio? This very basic rule is often overlooked in the excitement of a first flight. Make sure your plane can still be controlled at least 75 feet away with the transmitter antenna collapsed.
9. What is the wind condition for the test-flight day? Wait for calm weather for your first flight. You'll be nervous enough without having to worry about wind gusts and crosswinds. Make it easy on yourself, and wait for the most forgiving conditions.
10. Last, do all controls work properly and in the correct directions? If you use a computer radio, make sure you are on the correct model-memory number for your model. Often, control reversal can happen just because you selected the wrong model settings.

If you can't answer any one of these questions satisfactorily, please consider not flying. Go back to your workshop and fix anything that is questionable. If you build your model properly from the beginning and test-run your engine at home, most of the time, this checklist will serve only to reinforce your confidence in your model and in your craftsmanship-- confidence that goes a long way toward making the hobby both safe and fun. Now, let's do it.