

CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

October, it should "start" cooling off soon, the leaves will "start" falling and once again we will hear "Gentlemen Start your Engines" for the 6th Annual Mulberry 500 Pylon Race to be held on October 9,10-11.

In June we hosted a practice day for the Team USA F3D (Pylon) World Team, that went to Germany for the 2009 Championships. Our 4 man team finished in the Top 5, a guy from the Netherlands took 1st place in the individual competition, we took the next 4 places, and our guys won the World Team Championship.

Congratulations and Thanks to the all the Team members and crew, Richard Verano, Travis Flynn, Gary Freeman Jr., Randy Bridge, Craig Greening (team manager) and Robert Holik (mechanic) for a great job representing the good old USA at this World Class Event.

We need 17 volunteers each day to operate this event, I will be doing the cooking and concessions and volunteers get free lunch. I will be cooking some Imperial Sliders for breakfast, so come on out and watch the carnage, have some fun and eat some of my World Class F3D Championship Burgers.

Please come to the monthly meeting October 1st at 7:30 PM, we have Elections coming up soon, and we will be proposing candidates for Club Officers, Field Safety Officers, Flight Instructors, Field Maintenance and Membership Director. We need to have as many members attend as possible so we can conduct official business with a quorum.

Please make time and volunteer to participate in the operation of the club, it is not hard to do, only takes a few hours per month and helps to keep a good balance of experience involved with the ongoing events, functions and business of the club.

Have fun, be safe, see ya at the meeting.

New Members

Proposed at the September Meeting

-0-

A Little Help Please

A club thrives on new members, and teaching them how to fly in a friendly and relatively convenient manner is central to any clubs future. Many of our club members are qualified, and all you have to do is be willing. Give it a try; you might like assisting someone else to lean just as you did.

**Our next club meeting is:
Thursday October 1st at FTE.
Plan to attend and see what's new.**

Monster Planes

October 15-19,2009.

Monster Planes USA is a premiere RC event held for the purpose of bringing together the worlds largest, complex and most prestigious aircraft found the world over. Our club will be working flight line control and helping with crowd control/security. The event starts Thursday and goes thru Saturday. Please let me know if you are available to help on any of these days.

Thanks,

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

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*Courtesy and
common sense keep
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for everyone.*

Just What Was a Ten Cent Kit?

From the Flying Aces Newsletter

Economical would be the first thing to mention in answer to the question above. The 10¢ kit became popular in times when a thin dime was not easy to come by in a society recovering from the Great Depression. But, this is not what concerns us as model builders today. Today, the Comet Kid has wrinkles and gray hair. One of a vanishing breed that would like to relate the endearing and enduring charm those unsophisticated kits infected many of us with.

10¢ kits were mostly renditions of contemporary full-scale airplanes, or war planes from the Great War of 1914-1918, with a few historically significant types included. More than half were American civil airplanes. Of course, no kit company would omit at least one stick model and sport model from its line.

Were they accurate scale models? Well, let's say they were identifiable to one degree or another. Most seem to have been drawn from photographs of their full-scale counterpart. Even those, which upon first impression seemed quite accurate, were not. If one took the primary dimensions of the full-scale airplane and converted them to model size, this became evident.

For example, models by Comet simply had longer than scale wingspans. Why? Perhaps to meet the advertisement ballyhoo and still be able to fit the rest of the drawing on the desired plan-size paper. For scale fidelity, none came close to the line of Cleveland Kits, the cost of which usually reserved them as birthday or holiday gifts to the boy modeler. (There were very few girls who found interest in the hobby then.)

Economy was not limited to the purchaser. One of the chief characteristics of the 10¢ kit model was sparse structure, wing rib spacing especially. The less structure, the less wood cost to the manufacturer. Being able to cover a complete model with the tissue provided in the kit took nothing short of wizardry. Placing the wing and tail on the tissue sheet in any manner regardless of grain direction, one then saved each and every scrap in hopes of being able to cover the entire fuselage with what remained.

Common pins, not provided in the kit, were often called out to serve as wheel axels and motor pegs. "Stiff paper" was not provided either. "Make windows from candy wrapper" was another way of keeping cost down. There were no plastics other than cellophane, celluloid, and Bakelite, so

propellers were usually machine-cut balsa blanks. Some companies used sheet balsa blades from the print wood. Guillow hardwood wheels looked more like wooden buttons than wheels. Maybe Paul K. Guillow, former naval aviator, hit on a bargain carload of them.

Ease of production was also a consideration. One company defined the color scheme of its model thus: "cover wings and tail one color, and the fuselage and rudder the other," eliminating the need to package specific colored tissue. When Comet designed its 10¢ ROG model, the Phantom Flash, it was done so the kit parts would not differ from the standard used in the rest of the line. Landing gear legs were sheet balsa rather than wire. Another piece of sheet balsa spanned the gap between the legs and held the usual kit nose plug. The rear hook was a bent pin. In another clever move, the outer and inner face of wheels pants were made of paper cut from the plan.

In order to cut all the strip balsa one size (1/16 sq.) Comet had you glue two strips if 1/16 by 1/8 strips were needed. In order to limit the sheet wood in the kit, some companies had you form strip wood curves by rolling them under a pencil, or in the case of sharper curves, wet and kink the strip wood repeatedly with the fingernail.

Burd kits had the darkest, fuzziest balsa ever seen by anyone! There must have been a carload bargain in this also. Most kits included a hardwood nose plug, while some simply told you to push the propeller shaft through the balsa nose block! Comet instructed you to remove the rubber eraser from a pencil and rotate the ferrule to cut the nose plug hole in the nose block.

One company called for a straightened paper clip to be used as a propeller shaft. The bonus in Comet 10¢ kits was the wire propeller shaft with hook ready bent, which was packaged by sticking it diagonally through the upper left corner of the plan. It was tough for a kid to bend a hook on the end of a piece of wire, especially without a pair of round nose pliers! Glass beads and brass washers to reduce friction were reserved for the more expensive kits regardless of who made them.

Did they fly as designed and built according to plan? Seldom. Most stabilizers were too small. No true view layouts were there to construct any of the landing gear or struts for biplanes and

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday October 1st and starts promptly at 7:30pm. Remember to bring a chair - if you want to have a seat.

parasols. Consequently, the models sat close to the runway with biplane wing gap that was too little or too great. "Well gee I dunno. That's the way it come out," was the inevitable reply from the builder if questioned on the strange appearance of his model. Incidence, decalage, and down thrust were unknown to us. Sometimes a plan would give instructions about CG location. Most times it was simply, "If model stalls, bend flippers down. If model dives, bend flippers up."

So, why is it we want to build these quaint models of models, for that is what they are. For older Flying Aces Club [members] (FAC), it may be to make the changes allowable and needed to see them fly as they never did in their first childhood. To younger FACs it might be relaxing, for they are not very demanding. After all, they are not supposed to be FAC Scale models with a 16-inch span limit, nor were they intended as such. But, at an altitude of 25 feet or so, the visual effect is about the same.

The desire to have worked as a designer for one of those kit companies denied us by Father Time has brought about the Pseudo Dime Scale modeler who can travel into the past while at his drafting table. Many of these FACs have faithfully made their layouts in the same format as the Comet plans conformed to. Some have picked up on the features mentioned above, as well as the sketch of the broken razor blade to be used in cutting parts. (Back in those days a razor blade could be snapped without bending it.)

The earliest ad the author has found in which 10¢ kits were shown was that of Donald E. Duncan, Inc. of Chicago, Illinois. Although many model companies produced simple unsophisticated kits prior to this, their cost was high by comparison. It was by cutting the contents in the kit that the cost could be reduced.

These early kits contained nearly everything needed to build the model. Some even had the tissue printed with the stripes, lettering, or insignia required. Pins, thread, brass washers, glass beads, formed wire parts, ready-made Paulownia wood propellers, vials of glue and banana oil, rubber etc. Typical of these were Ideal and National, to mention two.

If you decide to join the ranks of pseudo ten cent kit designers, why not take a few minutes to study the plans of the genuine renditions. Look over their shoulder as the designers sat at their drafting boards. Copy their style. You are sure to get more enjoyment out of your own work. Drawing your plan will take on a new meaning that will elevate it from being a task.

When you present your ship and plan to some wrinkled, gray haired CD or judge for a rules compliance check, his smile—or is it a grunt?—of satisfaction will be felt by your inner self as well. Who knows, he might even be the Comet Kid.

IRCC Meeting Minutes

September 3rd, 2009

Minutes recorded by:

George Nauck, Secretary

Larry called to order at 7:30 sharp
Minutes from previous meetings approved
Treasurer report: Checking \$***** CD \$*****
Guest – George is back from the north and ready to go to pattern meet in Huntsville AL with Larry Loucks
New member – Steve Baxley
Field Maint. – No problems reported
Safety Report – No injuries
Discussed instructors and introductory flights. It was agreed that any member is welcome to assist a pilot who would like someone on the buddy box.

It was reported that the B-29 flew successfully in Georgia, in spite of all the IRCC Club members coming out to see it fly at our field.

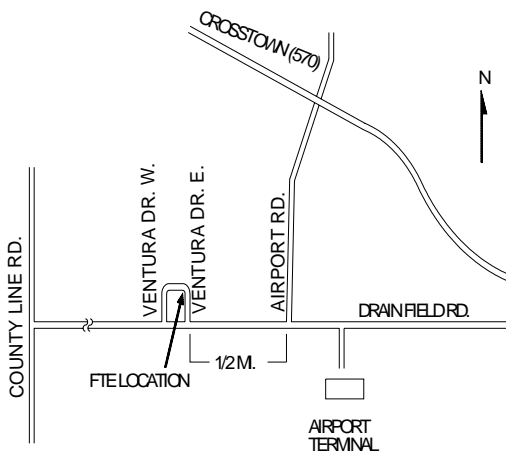
There is a need for more newsletter articles if anyone would like to submit some.

October 9-10 is next club event – pylon race. Need lots of help.

Nov. 13-15 is annual heli event. Not nearly as labor intense.

Not sure if we will have the IMAC event in December this year.

Sportsmanship award went to Larry Minot for all his work in initiating control line interest and participation at the field.



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

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Coming Area Events

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Monster Planes
October 15 - 18
Lake Wales Airport
www.franktiano.com

IRCC Heli Spectacular
November 13 - 15
IRCC Field
www.imperialrcclub.com

IRCC IMAA Winter Rally
December - Dates TBA
www.imperialrcclub.com

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Don't
forget the
stamp

OUR NEXT MEETING IS: October 1st