

CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

The cold weather is finally starting to give up its hold on us and April is looking to be a good month for flying. LET THE S/FUNSHINE IN!!!

A Very Special Thanks, to all of our volunteers at Florida Jets. Once again we pitched together to make this a terrific and safe event. It was very nice to see some new faces working the gate security and the flight line. You all did a super job bringing some organization to the insanity of flying so many jets in the air at the same time.

Welcome to our new members, we are really glad to have you aboard. We enjoy helping new guys into the hobby; it supports the clubs goals and helps to create long-term members.

There are a lot of folks that get into the hobby, become frustrated and drop out when they do not get support from their club or crash their planes, we work to avoid that. We have our instructors and experienced members around who will be patient and can answer your questions, (NONE of which are dumb) and assist you to become proficient, working with radio control models.

Top Gun is coming up April 28 thru May 2, please make time and volunteer to participate in the operation of the club, it is not hard to do, only takes a few hours and helps to keep a good balance of experience involved with the ongoing events, functions and business of the club.

Congratulations to David DeWitt, he was nominated at last months meeting to receive The Sportsmanship Award for his outstanding management and coordination of the manpower for Florida Jets. Making all that happen has got to be a lot like herding chickens in the dark, great job David!!!

Please come to the monthly meeting April 1, 2010 at 7:30 PM, we had a good turnout last month, lets see if we can beat it this month,

Have fun, be safe, SEE YA at the meeting.

New Members

Proposed at the March Meeting

Calvin Miller

Notice

A reminder to our members on IRCC Policies concerning visitors and guests;

"Flying is restricted to current IRCC club members and their guests. Sponsoring club members must be present, and are responsible for their guests. Guests are AMA members who are not current IRCC members, and were not IRCC members in the previous six months. Guests will be permitted to fly up five days per calendar year, never to exceed two times in any month."

For those former members who have not renewed, they MAY NOT fly as guests until July 1st.

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



**April 28th – May 2nd
Lakeland Linder Airport**

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

ON THE SAFE SIDE
The Need for Speed

by Don Nix, Insider Safety Column Editor

Bear with me for a couple of minutes. I've gotta work up to the title subject, after writing a little more about the importance of preflighting.

I first participated in competition modeling more than 50 years ago, in U/C Stunt, Rat Racing, and Combat, then added Free Flight a little later. I only competed for a few years, and wasn't particularly good at any of the four events. During that time, the only safety incident in which I was involved was at a Free Flight contest in Dallas, circa 1960.

After a couple of official flights, I failed to check out the trim settings after the last landing and hand launched a big Class C model. Apparently the Up trim in the elevator had gotten slightly out of kilter. Instead of screaming straight upward, it screamed straight forward at shoulder height directly toward the score keepers' open-sided tent about 50 yards away.

Horrified, I screamed a warning and the several occupants took cover. Fortunately, the left wing hit a tent pole, spun around from whence it came and splattered into the ground. That was the closest I ever came to hurting anyone with a model airplane. The lesson was clear: always, check the model before every flight.

Fast forward to 1991 when a couple of friends dragged me kicking and screaming into Sportsman class Quickie Pylon Racing. I enjoyed moderate success for about 10 years, mostly because that class had relatively few entrants.

During a several-month RV tour of the western states, we found ourselves near Phoenix in January of this year at the same time one of the earliest Pylon Races in the US always takes place. We decided to go see some old friends and watch a little Racing. I hadn't been to a Pylon Race, even as a spectator, in several years. I was amazed at the changes made to enhance safety since the last time I saw one.

For the benefit of those who aren't familiar with the fastest event in modeling, these airplanes are in a big hurry to get to the finish line. The Quickie Sportsman class is now running 120+ mph, the Advanced approximately 170 and Q-40s

are nudging the 200 mph mark. From a racehorse start, they fly in heats of four models for 10 laps around three pylons, making up a 1/4-mile circuit—2.5 miles total. Most of them fly at heights of 30-75 feet.

Until a few years ago, every heat required 19—count 'em—19 people on the course: four pilots, four callers, four lap counters/timers, four judges at Pylon 1, one judge at Pylon 2, one at Pylon 3, and one race starter/flagman. The lap counters/timers and pylon judges were all protected by heavy steel wire cages. The pilots, callers, and starter were exposed.

A few years ago, a Pylon judge had his head leaning against the cage at Pylon 1, so he could look straight up to catch any pylon "cuts." One pilot, flying too low and too tightly, hit the cage and the spinner poked through an opening directly into the back of the judge's head, killing him. Not long after, in a Texas race, a very experienced Pylon flier hit one of the cages with such velocity it went through the cage wall, shredding itself in the process. Fortunately, it didn't hit anyone.

Understandably, the Racing group became concerned (as did the AMA), and decided something had to change. Rather than wait until they were forced to do so, they took action to correct the situation.

Some 10 years earlier, 1991 World Pylon Champion Dub Jett had conceived the embryo of an idea that would require only the pilots, callers, and the starter to be on the course. The 10 others would be several hundred feet away. A group of racers, mostly from Texas (including Mike Helsel, who has been racing since the earth cooled), got to work on the project. Veteran Pylon Racer Jerry Small of Dallas devised the first off-course electronic timing system.

With the help of many others from all over the country, Pylon Racing evolved to its present status: No one is on the course but the pilots, callers, and the starter. The current models are going faster than ever, and, to the best of my knowledge, there have been no serious incidents since.

For those who are inclined to take safety a little too lightly—or ignore it altogether—I urge you to adjust your

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

thinking and your method of flying. As full-scale pilots learned over the decades, if we don't police ourselves, some entity will do it for us, usually much stricter than we like.

In conclusion, I'll have to shift subjects to mention some comments from last month's *Insider*.

Former Executive Council member Ed McCollough pointed out an error in my statement that AMA regulations require that all models have the owner's name and address in, or on the model. Well, not exactly.

Prompted by Ed and aided by District VIII Vice President Jim Rice and Ilona Maine at the AMA, I found that Item 6 of the Safety Code reads, "I will not fly my model aircraft unless it is identified with my name and address or AMA number inside or affixed to the outside of the model aircraft." Note the operative word is *or*. (This does not apply to model aircraft flown indoors.)

My personal opinion is that the regulations should require all three. In the event of a fly-away, the AMA number would mean nothing to a non-modeler who might recover it.

John Goegl wrote, "I have found the key to safe flying starts with the training protocol. I have noticed that one human trait trumps all others: habit. As a flight instructor, I try to encourage good habits by beginning each session with a thorough preflight. Through repetition, these 'good' habits are picked up by the student ... and the instructor."

From Ben Lanterman: "Your comments on safety were great and on target. Like you, I normally check the control throws and direction before each flight. But with some of the small foamies I have flown for some time, I tend to get complacent. It backfired when I changed transmitters to a newer one. I checked to be sure all the control reversal switches were set the same for each airplane I switched over to the new transmitter, but I missed one."

The rest of his note tells of the results, reversed ailerons and a foamie turned into packing peanuts. Fortunately, nothing was injured but the model and Ben's ego.

IRCC Meeting Minutes

March 11th, 2010

Minutes recorded by:

George Nauck, Secretary

Larry Loucks called the meeting to order while Wally Sundry peddled the 50/50 tickets (and secretly put the winning ticket in his pocket.)

The minutes from the February meeting were approved. I often wondered if they were not approved, would I have to write them all over again?

Treasurer Roger Pilkenton reported that we are still quite solvent. Frank Tiano paid the club \$xxxx for host

volunteer work at Florida Jets.

10.5

The Club Corner

by Jim Wallen, AMA Insider Club Editor

One of the things to keep in mind is that our hobby is all about having clean, wholesome, safe fun. Maintaining a positive, interesting atmosphere at our club meetings and at the flying field is what it's all about. Anything club officers or members can do to promote this atmosphere makes our hobby enjoyable for all our participants.

How can we best accomplish this?

Shake things up a bit. The same old routine at club meetings can get a little boring. Add a new and different fun-fly at the field. Bring in a guest speaker. Conduct one of your club meetings in a new place that perhaps you have never thought about. How about a senior citizens' center?

Our hobby thrives through diversity. We can focus on warbirds, Scale, helicopters, static displays, gliders; the list goes on. Bring some diversity into your club membership. Strive to recruit some females and youth. Initiate a fun-fly specifically for teams of spouses or "significant others." Think out of the box. Your club will grow and benefit from your efforts

Picking Thermals

An article by Peter Brocks, which is stolen here from the November 2001 Ontario-based Sam 86 Speaks, who in turn stole it from the August 2001 Bat Sheet.

Picking thermals has to do with feeling the subtle changes in the environments, which, to the untrained, are not apparent. Therefore there is no simple recipe.

Tools: Mylar streamers, fast sampling thermistor devices, fluffies, bubble machines, piggybacking (on) birds, and other models.

Early morning: The air is buoyant neutral, small rises in temperature possible (as little as 2° F).

Midday: Strong thermals (boomers) develop that exceed the sink rate of models, rise in temperature can be a few degrees with wind calming, wait until a cooler breeze (fill) is felt and the temperature clearly drops. Do not launch right away, especially with fast, higher climbing models. Wait 10 to 20 seconds, depending on wind velocity.

Late Afternoon: Thermals stay closer to the ground, tend to be larger size. Smaller rises in temperature (1°+ F). Be patient; fly over dark areas.

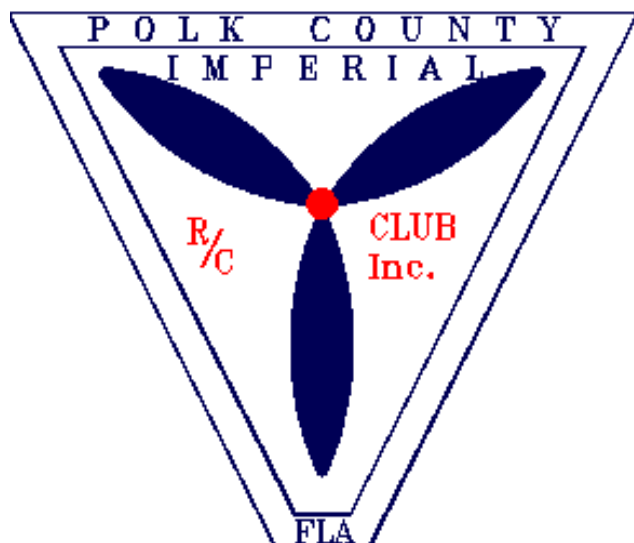
Strong wind: Wait for a three- or four-second lull of lower wind velocity; launch immediately at an angle to the wind.

No wind: Watch streamers to see center of building hot air column. The rising air circles counterclockwise. Wait for light air movement indicating fill. Be patient as the air rises very slowly.
When launching, place the model in the center of the rising air.

Cold front: Rising air precedes the rain and the breeze. Good air is still present even when rain starts.

Flapping: If wind is moderate and ground surface is warm, then flapping a shirt or running or driving under the model will release rising air.

General Rules: Do not launch if there is a chance that the sun might soon come out of the clouds. Do not fly if other models are launched when a conscientious decision to launch has not been made; rather watch other models behavior. Most of the time flying a little later will give better results. Concentrate and take in your environment.



Coming Area Events

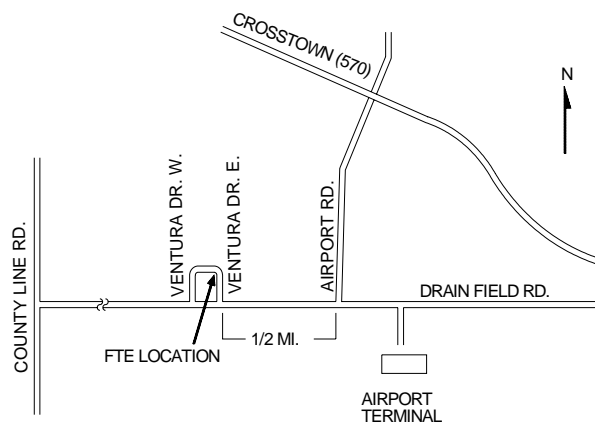
Sun'n Fun

April 13 - 18
Lakeland Airport
www.sun-n-fun.org

Top Gun

April 28 – May 2
Lakeland Airport
www.franktiano.com

Here is where we meet each month.



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

OUR NEXT MEETING IS:
April 1st 2010