

CARTWHEELS

BY: LARRY LOUCKS, PRESIDENT

Happy February everyone!! Membership renewal is moving along pretty well, as of this writing we have about 70 members with 14 of those new members, thank you to all of our renewals and welcome aboard to our new members!

For those of you who have not renewed, **it's not too late and we miss you!!** Get it in as soon as you can, so that you will be able to come out and fly with us.

Last months meeting was terrific, we had over 30 members attend the meeting and afterward an auction of items provided from an estate sale that Frank Tiano was helping to close out.

The Sportsmanship Award was unanimously presented to Dan Hudson for his creative efforts participating in and putting together The Great American Teach In Video at the Medulla Elementary School, now available for viewing on our website home page, soon to be in theaters nationwide??

Come on out to the February 3rd meeting, it doesn't take long, it's kinda fun, it can be interesting, you can participate in the operation of the club, so lets see if we can keep the attendance up and provide some good fellowship between members.

Our March meeting will be moved to March 10, 2011 the week after the Florida Jets Event on March 3rd to the 6th.

See You At The February Meeting.

New Members

Proposed at the January Meeting

None Reported

IRCC and AMA Renewals Are Past Due

If you don't have your 2011 AMA card yet you can still renew, and when you receive your new AMA card forward a copy, and we will send you your 2011 IRCC Membership Card. The Membership / Renewal form is available on the IRCC website under membership – follow the link and print the form. Get r Done!!

[Application Renewal Form](#)

Membership privileges for non-renewed 2010 members expired at midnight December 31, 2010, and this is the last newsletter or notice you will receive.

A note from Dale Anderson

"We need every member's help! Please be conscientious about litter. Hours were spent picking up trash that has blown around the perimeter of the field. Much of it has been soda cans, paper products, plastic parts bags, etc. If you see some trash, please pick it up and toss it in a trash can. If you see someone drop something, let them know. For those who just leave paper/plastic/empty cans/cups, etc. on the tables, please deposit this stuff in a trash can, and don't leave it for someone else to pick up. Also, the butt cans are for cigarette or cigar butts, not for paper or plastic...which sometimes burns. Thank you all for paying attention to the appearance and cleanliness of our beautiful field and facilities!"

**Our next club meeting is:
Thursday February 3rd at FTE.
Plan to attend and see what's new.**

You Are Model Aviation's Ambassadors

By: Frank Geisler, Chairman Leader Member Committee

Some of you may not have realized this, but there are people in this sport who look up to you. They look to you for support, knowledge, advice, and wisdom (sounds a lot like being a parent).

It does not matter how young or old you are, when it comes to model aviation, newcomers to this sport will typically look to others for help in learning what model aviation is all about—especially when it comes time to put that aircraft in the air. Whatever your discipline—Radio Control, Control Line, Free Flight, soaring, scratch-building scale airplanes, etc.—newcomers will look to you for guidance because you are the experienced modeler. They will see how you act and react to certain situations, and they will learn from you by how you handle those situations. I am not telling you anything you don't already know, but people will base a lot of what they perceive

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*Courtesy and
Common Sense
Keeps R/C Modeling
Fun for Everyone.*

model aviation to be by your behavior whether it is at the field, club meeting, or on one of those RC forums that are becoming more and more popular with newcomers.

I have heard different complaints from people who say they went to a club in their area, some by themselves or some had their sons with them, and not one single person had approached them to say hello, welcome them to their field, or ask them if they needed something or had any questions. They were just simply ignored.

Of course those folks said they left upset, to say the least, and vowed not to return. I also have heard of folks saying that if they took their <insert aircraft type here> that they are ignored because others there are not flying the same style of aircraft. I have never personally observed this kind of behavior, but I must believe that it has happened one time or another for these folks to at least mention it.

So now the newcomer, still needing advice, turns to an online RC forum for help. And as soon as someone suggests he or she stops by the local club for help, he or she will instantly be turned off by this idea based on his or her experiences and will most likely repeat the tale online to be read by hundreds of people. This is not how we want to introduce our sport to any newcomer.

Typically a newcomer will see a chartered club as the AMA. In his or her eyes, he or she believes the actions or inactions, whether good or bad, are a direct reflection of the AMA. We of course know that is not true and also know that the AMA provides very little control over the chartered clubs much beyond providing safety guidelines, field size, and bylaw recommendations.

But the newcomer does not know this. We know that each club is governed by its own bylaws that are written by the club's officers and approved by the club's membership based on its specific set of standards and needs. One club's needs may be totally different than another based on noise restrictions, field size or location, model size, glow or electric power, or no powered aircraft at all. But to the newcomer the chartered club is the AMA just as are the members that belong to that club are.

I'm not saying that we need to be on our best behavior 24/7, and I totally understand that some people will rub some folks the wrong way. It's just human nature. But, I would like for you to remember that we all participate in model aviation for one reason or another and we joined the AMA for the same number of different reasons. I am asking that you at least stop and think the next time someone stops by your field so that

you do not ignore that person. It doesn't take but a minute to walk over, introduce yourself, and ask if he or she needs something or if there are some questions you can answer for him or her.

Consider this. One, you might get a new club member; two, he will most likely be the first one to welcome a newcomer when they come to the field because he was helped in a similar manner; and three, the next time someone mentions something about a local club in an RC forum, he will gladly relay the story of how friendly and helpful clubs are for all to see.

I encourage all LMs to speak with your respective clubs and remind your club members when newcomers stop by your field to greet them and ask them what they are interested in learning more about what your club does. All it takes is a little consideration for your fellow modeler and consider what you are about to say or how it will reflect upon you, the Academy, and model aviation.

These new folks can either come away with the idea that RC pilots and the AMA is something they would like to know more about, or they can walk away disgusted never to return. That scenario is left entirely up to you. I ask that you make the best of it for them, yourself, your club, and the AMA. Don't miss the golden opportunity of a first impression with a positive attitude and willingness to lend a helping hand.

Instructor Update

From: George Nauck

All the trainer airplanes were crashed since last newsletter. However, one of the trainees who crashed a couple of times bought the club a new Hobbico .40 trainer airplane, and Mason assembled it. We are now back in business.

ON THE SAFE SIDE

Where is Your Center of Gravity?

by Jim Tiller, Insider Safety Column Editor

The IRCC monthly club meeting will be held at FTE near the Lakeland Airport. The next meeting will be on Thursday February 3rd and starts promptly at 7:30pm. Remember to bring a chair if you want to have a seat.

A modeler reported to me recently that he crashed a new airplane on its first flight. After some research he found that the Center of Gravity (CG) location printed in the manual was off by more than two inches and this tail-heavy condition contributed to the crash. When he spoke to the distributor about the incident, the company told him the proper CG was in an addendum on its Web site—an addendum that, obviously, was unknown to him. He reported this to me, not only out of personal frustration, but also as a safety issue. The errant model could have caused a lot of damage on its short, first flight.

In its remarks to the modeler, the distributor reported it was not at fault, because it had published the addendum and, additionally, the builder is solely responsible for what happens to his model. As you know, most manuals actually go to great lengths stating the manufacturer and distributor are not responsible for the airplane after it is sold.

There are two questions here. First, should the distributor have made a greater effort to correct the misstated CG location? That answer is simple. Yes it should have. The correct center of gravity is a critical measurement for safe flight. It is boldly stated in many manuals, but in some manuals, mostly those intended for trainers and other beginner airplanes, the critical CG is not even mentioned. It assumed to be in the correct spot if the builder follows instructions.

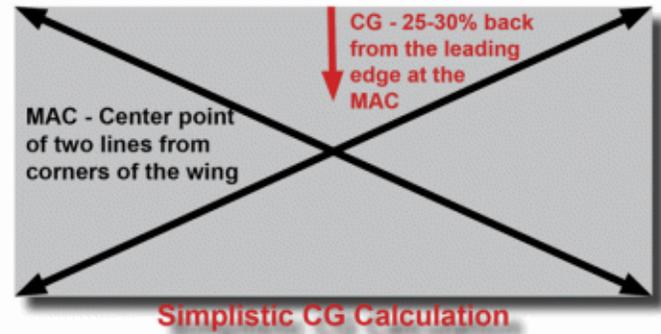
I think modelers, magazines, and reviewers should make every effort to report inadequate instruction manuals. The phrase “this is a builder’s kit” or “designed for the experienced modeler” is the innocuous tagline that alerts us to manual deficiencies in most reviews. We are far too tolerant of poor instructions. Many online sales sites allow the buyer to post reviews or comments. We should complain loudly about inadequate instructions or, in the case of many Chinese imports, the total absence of coherent instructions at all. The squeaky wheel gets the grease—demand better instructions. If the comments affect the sales dollars, they will listen.

And, in like fashion, the companies that take the time to provide great manuals should be commended for their efforts.

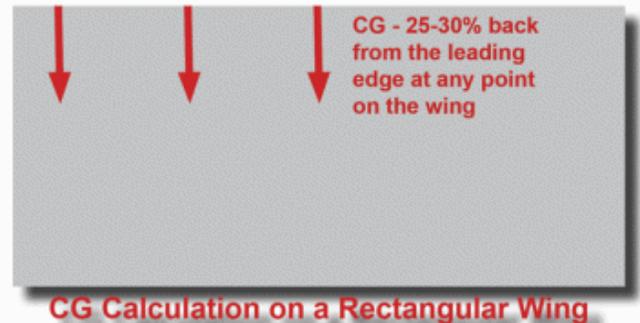
The second question: Is the modeler ultimately responsible for the CG of his airplane? The answer is, again, yes.

Builders often replace parts from their ARFs they believe are sub-standard or too weak to hold a load. They do that to protect their investment, but also in the interest of safety. In light of this, and other incidents like it, we should also be skeptical of the CG reported in manual. Don’t blindly trust that it is correct. Do a rough calculation yourself.

The CG is not hard to figure and there are many references out there that explain the calculation. Google: “calculating CG on an airplane wing” and you get pages of results. The general rule of thumb is that the Center of Gravity is about 25-30% of the wing cord (wing width) at the Mean Aerodynamic Chord (MAC). The MAC is the center of a rectangular wing or its equivalent in a tapered or swept wing.



That sounds very technical, but for a rectangular wing (constant cord) the CG is 25-30% back from the leading edge anywhere on the wing. If the wing is 10 inches wide, the CG should be about 2.5 inches in from the leading edge. Many model designers put the main spar at this point, making it even easier to locate.



On a tapered or swept wing it is a little harder to find the MAC, but not impossible. For those mathematically impaired, like I am, it is simplest to go to a web-based CG calculator like this one:

www.scaleaero.com/CG_Calculator.htm.

Before you techie guys get too critical, this is an oversimplification of the CG calculation, but focus on the message. All modelers, beginning and experienced, should know how important the calculation is, and check it, before the first flight. Also, the definition of the CG and its importance should be part of the instruction manual for new fliers.

Before the first flight, mark the manufacturer’s CG location on the root of each wing. Put one finger on each side of the fuselage at the CG and lift the finished airplane (minus fuel) off the work bench. It should stay level or tip slowly nose down. If it falls quickly toward the tail, you need to do your own CG calculation. Be skeptical—get it right. There is an old saying “A nose heavy airplane doesn’t fly very well; a tail heavy airplane doesn’t fly very long.”

We are ultimately responsible for the models we build, but manufacturers and distributors should step up too. This is a safety issue. Safety should be as big a driving factor as sales.

IRCC Meeting Minutes

January 6th, 2011

Minutes recorded by:

George Nauck, Secretary

January Meeting Minutes recorded by: Alan Sale

The January regular club meeting was called to order at FTE by President Larry Loucks at 7:30 p.m.

The minutes of the December meeting were approved as mailed and e-mailed.

Larry gave the Treasurers report which was then filed for audit.

Larry reported under membership that only 35 members had renewed so far. We also have 10 new regular members and 2 new junior members. The gate code will be changed and non renewed members may not fly until renewed...AMA rules.

No safety, Instructor, Newsletter of field maintenance reports given.

Website- video show of the event held for Medulla Elementary school on website.

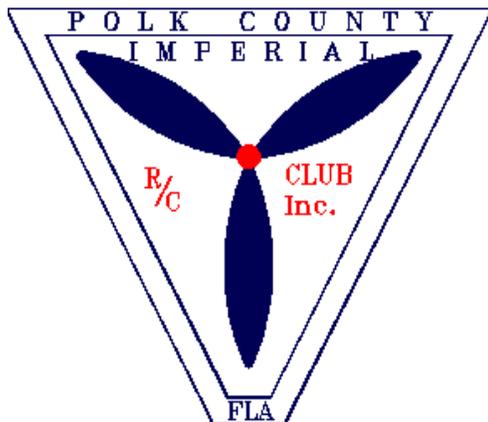
Events-Family fun day went very well. Over 100 toys donated. Important Dates...Florida Jets is March 3-6, Mulberry Pylon racing event is March 19-20, Plant City Planes Trains and Automobiles is April 23rd and Sun-N-Fun is April 27th- May 1st. Volunteers will be needed for all.

Sportsman award went to Ben Hudson for his work with the Medulla Elementary Air Show.

Some items from Don Smith's estate were auctioned off.

Wally Sunday won the 50/50 drawing proving that if you don't play, you can't win!

The meeting was adjourned at 8:30pm



Coming Area Events

Florida Jets

March 3-6

Lakeland Airport

www.franktiano.com

IRCC Spring Pylon Race

March 19 – 20

Club Field

Scott Smith - ssmith4710@aol.com

www.imperialrcclub.com

Sun N fun

March 29 – April 3

Lakeland Airport

www.sun-n-fun.org

MacDill AirFest

TBA

Top Gun

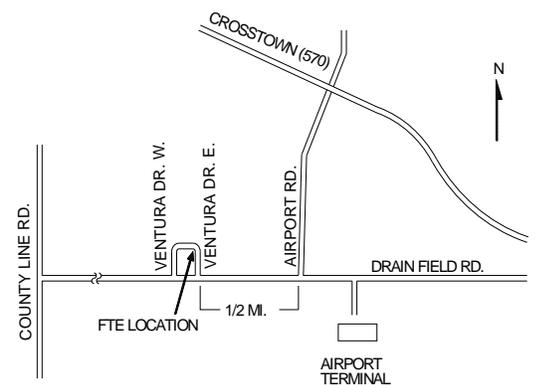
April 27 – May 1

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: February 3rd