

A PLANE VIEW

By Mike Zellars – President

Hello all and welcome to Fall!

I imagine our friends from up north have arrived or will be arriving soon and I look forward to sharing the skies with them again.

I am writing this just a day after participating in Frank's 12'oclock high event. I was there all three days and got a bunch of flights in, it was a blast. We also had the most member participation this year with David Dewitt, Wally Sunday and Dennis Peterson registered and flying the whole event. I say this because I encourage you to think about this event next year.

There is no competition or stress, just a bunch of guys that enjoy warbirds and classic model airplanes. I also got to test fly my Corsair at this event and it did wonderful! Phew!

At the October meeting nominations were made for next year's leadership, they are:

Jerry McGhee - President
David Dewitt - V. President
Ian Clark - Secretary
Dan Hudson - Treasurer
Mike Zellars – Director

Being that there is no opposition for any of the positions, there is no need to put out ballots. I do ask you try to make the November meeting so we have a quorum to make the vote official. I have a couple months as Prez left and I just want to go ahead and thank all of you for your support these past two years, I was honored to serve.

With that said, let's get some planes out to field and start enjoying this cooler weather!

IRCC MEETING MINUTES

October 2017

**Recorded by
Ian Clark - Secretary**

The October monthly meeting of the Imperial R/C Club was brought to order at 9:00am by president Mike Zellars. Because of the hurricane in September, there was no meeting. A motion was made to accept the August minutes as posted in the club newsletter, Propwash.

Visitors and New Members: We would like to welcome new member Samuel Stephens.

Treasurers Report: Dan Hudson reported that we have a good balance in the checkbook and all our bills have been paid.

Membership Report: We have 116 full members and 14 junior members for a total of 130.

Instructors Report: Dan has been working with his student, Alex, and he is ready to solo. Samuel Stephens will be starting today.

Field Maintenance Report: There have been fewer wild hog sightings at the field and a lot less damage.

Safety Report: Richard Moffatt talked about flying left and right patterns. We need to communicate when we are ready to takeoff and follow the pattern those currently in the air are using.

Old Business: At the August meeting there was a discussion about sailplane flying. Mike Vascellaro revised the safety list. As this is a policy change, it was brought to a vote and passed.

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

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IRCC MEETING MINUTES

(Continued)

New Business: Our nominating committee has put out a list of nominations for next year's club officers. They are as follow:

President	Gerald McGhee
Vice President	David DeWitt
Treasurer	Dan Hudson
Secretary	Ian Clark

There were no other nominations.

Steve Jaworski recommended that we update all membership lists so that they match. To help with that, Dan Hudson is requiring all of us to fill out new applications for next year. This will enable him to keep the list current.

Sportsmanship Award: Bill Pawl was nominated for his hard work getting the solar panels back up on the buildings. He replaced the old wooden supports with steel brackets. He gets to take the prized propeller home for the month.

Plane of The Month: Richard Moffatt brought in his 91inch Piper Cub ARF. He did a lot of modifying to make sure it would handle the DLE 20 cc gas engine he uses for power.



50/50: Wally Sunday collected \$130.00. Larry McNeil was the winner and donated it back to the club.

A motion was made and passed to close the October meeting at 9:20am.

PLANE OF THE MONTH



Here is another shot of Richard's "Clipped-Wing" Cub!

This is a CMP (China Model Products) ARF with a 91" wingspan. Powered by a DLE 20CC gas engine and spinning a 16/8 prop. Servos are Hitec 645. When asked how she flies, Richard's response is "Just Like A Cub"!

Speaking about Cub's, the pilots and spectators at the recent 12 O'Clock High event at Paradise Field got a real treat when 2 members of the CUB CLUB did a low altitude, slow fly-by on Saturday afternoon.



Just for Laughs!

Originally posted back around 2005, the following are excerpts from a Data Log, used by one of the major airlines. Also known as a "Gripe Sheet", the flight crews use these to identify issues with the aircraft to the flight mechanics. The mechanics then correct the problem, documenting their repairs on the form for the crew to review before their next flight. Issues identified by the pilot are marked with a "P" and solutions recorded by the maintenance engineers follow with an "S".

P: Left inside main tire almost needs replaced

S: Almost replaced left inside main tire!

P: Test flight OK except auto-land very rough

S: Probably because auto-land is not installed in this aircraft!

P: Something loose in the cockpit

S: Something tightened in the cockpit!

P: Dead bugs on windshield

S: Live bugs on back order!

P: Auto-pilot in altitude-hold mode has 200 ft. per minute decent.

S: Unable to reproduce problem on the ground

P: Evidence of leak on right main landing gear

S: Evidence removed!

P: DME Volume unbelievably loud

S: DME volume set to more believable level!

P: IFF inoperative in OFF mode

S: IFF IS inoperative in OFF mode!

P: Suspect crack in windshield

S: Suspect you are right!

P: Number 3 engine missing

S: Engine located on right wing after brief search.

P: Aircraft acting funny

S: Aircraft warned to straighten up, fly right and be serious!

P: Target radar hums

S: Reprogrammed target radar with lyrics!

P: Mouse in cockpit

S: Cat installed!

And the best for last.....

P: Noise coming from under instrument panel. Sounds like midget pounding on something with a hammer.

S: Took hammer away from midget!

Here is a little "AIR TRAFFIC CONTROL" HUMOR!

Exchange #1

Tower: "Delta 351, you have traffic at 10 o'clock, 6 miles!"

Delta 351: "Give us another hint! We have digital watches!"

Exchange #2

Tower: "TWA 2341, for noise abatement turn right 45 Degrees."

TWA 2341: "We are at 35,000 feet. How much noise can we make up here?"

Tower: "Sir, have you ever heard the noise a 747 makes when it hits a 727?"

Exchange #3

O'Hare Approach Control to a 747: "United 329 heavy, your traffic is a Fokker, one o'clock, three miles, Eastbound."

United 239: "Approach, I've always wanted to say this... I've got the little Fokker in sight."

Exchange #4

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

Exchange #5

A DC-10 had come in a little hot and thus had an exceedingly long roll out after touching down.

San Jose Tower Noted: "American 751, make a hard right turn at the end of the runway if you are able. If you are not able, take the Guadalupe exit off Highway 101, make a right at the lights and return to the airport."

Exchange #6

Taxiing down the tarmac, a DC-10 abruptly stopped, turned around and returned to the gate. After an hour-long wait, it finally took off. A concerned passenger asked the flight attendant, "What, exactly, was the problem?"

"The pilot was bothered by a noise he heard in the engine," explained the flight attendant.

"It took us a while to find a new pilot."

Exchange #7

The German air controllers at Frankfurt Airport are renowned as a short-tempered lot. They not only expect one to know one's gate parking location, but how to get there without any assistance from them. So it was, with some amusement, that we (a Pan Am 747 crew) listened to the following exchange between Frankfurt ground control and a British Airways 747, call sign Speedbird 206.

Speedbird 206: "Frankfurt, Speedbird 206 clear of active runway."

Ground : "Speedbird 206. Taxi to gate Alpha One-Seven."

The BA 747 pulled onto the main taxiway and slowed to a stop.

Ground : "Speedbird, do you not know where you are going?"

Speedbird 206: "Stand by, Ground, I'm looking up our gate location now."

Ground (with quite arrogant impatience): "Speedbird 206, have you not been to Frankfurt before?"

Speedbird 206 (coolly): "Yes, twice in 1944, but it was dark, and I didn't land."

COMING EVENTS

Bay City Flyers



FIGHTER TOWN USA

Saturday, November 18, 2017

9 A.M. Pilots' Meeting

Gate open at 7am for setup

Open to all RC Warbird and Military Aircraft

Landing Fee Only \$10.00

Includes free lunch to all registered* pilots!

* Must be AMA member

Kitchen opens at 11am for lunch

Spectators of all ages are welcome -

\$3.00 Donation per car at the gate

<http://www.baycityflyers.org/> for location of Area 52 BCF Airfield

Sponsors:
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727-669-9012 (H)
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LARGO FLYING CLUB

SWAP MEET

Sat. Nov. 18 2017

At the Largo Flying Club airfield.

901 8th Ave. SE Largo FL 33771

**BUY - SELL - TRADE
ANYTHING RC**



**Contact RONWC@HOTMAIL.COM
for more info.**

Open flying after swap meet (11am?)

Free Hotdogs and Drinks while they last

\$3 Donation per Car



**MCRC
Model
Airplane**

Swap Meet

Saturday, November 18th!

Gates Open @ 8:30

Covered Tables (first come basis)

Electric at Most Tables

\$5.00 per vehicle at Gate

Additional Tables \$5.00

Open Flying! Great Food!

50/50

rpeabody@verizon.net www.manateerc.com

7315 71st St. East, Palmetto, FL 34221



Newsletter Articles Needed!

Have something of interest that you would like to share. Please forward to the editor at

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**THE NEXT
MEETING OF
THE IMPERIAL
RADIO
CONTROL
CLUB WILL BE
HELD ON
SATURDAY
NOVEMBER 4TH
AT THE FIELD
STARTING AT
9:00AM!**