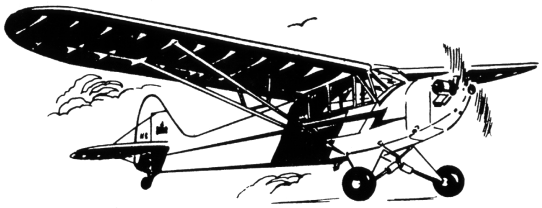
"Prop Kicks"

March, 2001



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The Newsletter of the Cloud Kings Radio Control Club - Oxford, PA.

Spring is for Flying

2001 Slate of Officers

The following officers were voted in for the 2001 season:

President - Richard Plyler
Vice President - Mark McQuaide
Treasurer - Brian Swarts
Secretary - Leif Thomson

In addition, the following junior officers were appointed:

Lead Instructor - Bill Losey
Safety Officer - Todd Aumiller
Field Marshal - Harold Dunkle
Public Relations - Mike DeNest

April Meeting

Our next meeting will be held on **Tuesday, April 10th at 6:30 PM at West Field**.

Please make note of the earlier time and the location. We plan to have time for flying activities and food at the summer meetings, so we have arranged to start the gathering at 6:30.

Membership News

Welcome to our newest full member Louis Kinney Jr. who received the membership vote at our February meeting.

Membership renewal for 2001 is now closed. If you have not yet renewed your membership for the year we must ask that you reapply as a new member.

Harris Field Reminder

During the wet spring months, Walt has asked that we do not use the drive into Harris field. If a red plastic jug is at the entrance to Harris field, please park on the road and walk in or wait until the weather is dry.

Flying Giant-Scale

By Mark McQuaide, VP, Cloud Kings R/C

Giant-scale models, and giant-scale aerobatic aircraft in particular, are a fascination of mine, so I thought I'd write a little about them for the newsletter in the hope of sparking more interest in the club. Big models tend to fly more realistically, are easier to see and less sensitive to wind than smaller models, and in general are real crowd-pleasers at the field.

The IMAA

The International Miniature Aircraft Association (IMAA), founded in 1983, is the primary AMA special interest group that promotes giant-scale aeromodeling, and today is the largest SIG in the AMA.

Flying Giant-Scale (Continued)

The purpose of the IMAA, to paraphrase, is to promote giant-scale modeling in a leisurely, safe, and noncompetitive manner. It's all about fun! The IMAA holds regular flying events throughout the country that are enjoyable to attend even if you don't fly. This is where you can see some of the best modelers in the area showing off their equipment and flying skills.

To qualify as "IMAA-legal" and fly in the events, your model must meet the following requirements:

- Monoplanes must have a wingspan of 80 inches
- Multi-wing planes must have a wingspan of 60 inches
- Quarter-scale models qualify regardless of wingspan.
- Aircraft large enough to have the potential to carry a human being do not qualify! IMAA aircraft are subject to the AMA weight limit of 55 lbs.

In addition, your model will have to pass a safety inspection upon arrival. The IMAA's web site is at http://www.fly-imaa.org.

Giant-Scale Equipment

Manufacturers are increasingly getting into the giant-scale market, and today there's a wide selection of models and equipment available, including plenty of ARF and ARC airplanes for those who don't want to build. Companies like RadioCraft, Giantscaleplanes, and Hangar 9 do an excellent job of framing up big models for a reasonable price. Gasoline motors from makers such as Zenoah, U.S. Engines, 3W, BME, Brison, Fox, and ZDZ are proven, reliable, and very economical to operate. Large glow motors from makers such as O.S. and Saito are also excellent choices for giant-scale, but can drink a lot of expensive glow fuel! On the radio side, new high-torque servos and high-capacity battery packs can accommodate the larger models.

Safety

Giant-scale modelers need to keep in mind that safety and proper setup become all the more important with larger aircraft. Aerodynamic forces are greater on larger models, and the airframes, control surfaces, linkages, etc. need to be stronger. Heavier models tend to do more damage when they run into things, and tend to cost more as well.

Affordability

Although giant-scale models can run into the four-figure price range, you don't always have to break the bank to get into IMAA flying. Models such as Great Planes' 60-size Cub, Sig's 4-Star 120, and Dynaflite's Chipmunk, Fly Baby, Decathlon, and PT-19 all can get you going in giant-scale for a reasonable price.

Flying Giant-Scale this Summer

Here are some IMAA events in the region for summer 2001. I'll be flying my giant models in a few of them, so contact me if you'd like to go along and see what it's all about.

May 12	Arnold, MD
May 26,27	Imlaystown, NJ
June 16	Hamburg, PA
June 23,24	Quakerstown, PA
July 21,22	Essex, MD
September 1,2	Harrisburg, PA
September 16	Baltimore, MD

First Flight Blues

We all do it. The first nice spring day comes along and we get the itch to get out and fly our model.

But is that model ready for the air? What about all of your field equipment? Is the pilot rusty from months of slowly forgetting the maneuvers that were perfected last season?

These are the reasons that many first flights of the season end on an unhappy note.

Just to be prepared, you should pay more attention to your preflight checklist the first few times out. In fact, it makes sense to run through the checklist before you head out to the field to determine if you and your model are really ready to take the plunge.

Here are some items to keep in mind before you fly for the first time in a new season:

Field Battery - Most field batteries need to be kept fully charged most of the time to remain healthy. If you stored your field kit in the garage or other cold place over the winter, you should give your field battery a deep charge.

Transmitter and Receiver Batteries - *Never* assume that your nicad battery packs are charged if you have let them sit for more than a few weeks. Packs that have very little charge will mimic a fully charged pack as the voltage will "float" up to normal voltage levels. These packs then catch you by surprise during your first flight. Give them a good charge or cycle them if you have the appropriate equipment.

Fuel - If you have left fuel in the tank over the winter, then at the very least you will need to drain out this old fuel and flush the tank out with fresh fuel. You should also consider inspecting the clunk tubing, since this will degrade if left soaking in fuel for long periods of time. Fuel will also absorb water during storage if the container is not completely airtight, so consider buying fresh fuel rather than using up that last bit from last year.

Aircraft - Do you remember your last flight of the previous season? Were there any problems with your model then? Even if not, you should inspect all control surface movements, test the servos and linkages and inspect your model for structural integrity. The changes in humidity that come with the changing seasons can cause glue joints to come loose and covering to separate.

Radio - A radio range check should be performed before your first flight of the season. Range can be improved by proper antenna placement and by cleaning your transmitter antenna with alcohol. Do ***not*** oil your transmitter antenna as oil prevents the antenna segments from making good electrical contact with each other.

Pilot - Once you have checked and prepared your model, batteries and other equipment you should still go to the field prepared for the possibility that you might not get to fly this first time out. Injuries and crashes often occur at the end of a string of things that went wrong. If the engine won't start, you can't find your glow driver, then you break a screw trying to tighten something up, then step on your radio antenna looking for the screwdriver..... It's a sign that you should probably call it a day.

Fly Safe!

Good Neighbors

from R/C World Flyers News

Noise, as a subject is a very subjective thing.

Because it is so subjective, we make an effort to put numbers on it and create some sort of parameters that will allow us to look at the problem in what we hope will be an objective manner.

Therefore, we as a club have agreed that 99db measured at three meters is the measurement we will use to objectively determine if any of the models presented for flight are too noisy.

This method of measuring has worked well in most instances and has helped to keep peace with our neighbors. However, there are a number of problems with the measuring technique and how the model is presented.

The most obvious problem is the ability of a pilot with a computer radio to dial back the throttle opening for the test and then open it up again once he has received an okay.

All of this can be accomplished at the touch of a button and negates the effort that club members put into conducting the tests.

Another more insidious problem occurs with the giant models that swing large propellers that can unload in the air. When this happens, the prop tips may reach supersonic speed and create noise levels that cannot be duplicated on the ground.

These are only several things that can occur to cause problems even though everyone who is trying to enforce the rules is making a good faith effort to meet the requirements of the ground test.

The biggest problem though, is the fact that noise that is objectionable and annoying is not necessarily something that can be objectively measured and therefore there can be no rules that will effectively keep peace and harmony with our neighbors.

Many of us may sit in the shade and marvel at the powerful sound of a model as it creates patterns in the sky. We may also admire the throttle control exhibited by the pilot and be oblivious to the rapping of an unloaded prop.

Regardless of what sounds may emanate from our models, and how we as modelers feel about these sounds, there is still one sound that is the most fearsome of all. That's the sound of a phone ringing and the voice of a neighbor expressing his or her displeasure with the noise that our toys are making.

Noise is a subjective thing and if it annoys our neighbors it is a problem that must be corrected even if the model has already passed the standard club noise test.

It is not a question of how loud as scientifically measured but rather a question of "is it annoying?" And obviously there is no standard measuring technique that can determine the annoyance factor.

Because we cannot measure in all instances, it would behoove us all to start listening with an ear to the annoyance factor. Many fields have been lost because they have been determined to be an annoyance, which is not necessarily determined by measurable noise volumes.

Let's help each other to not be the annoyance that breaks the camel's back.