

“Prop Kicks”

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166 Pusey Mill Road, Cochranville, PA 19330

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

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President's Letter

It's been a great summer for the club, and while there are still some good flying days left, thoughts are turning to winterizing our aircraft and perhaps building some new ones in time for spring.

This year saw the construction of our excellent pavilion and transmitter impound at West Field, two flying events, lots of new members, an expansion of parking space, and plenty of flying. Our West Field hosts, the Johnsons, have kept the grass and driveway in great condition all summer, and the runway was rolled to perfection. I'm sure many other clubs would envy our flying site!

We also had some adversity this summer when one of our members was hurt in the crash of his ultralight. We all wish Bill Losey a speedy recovery and hope to see more of him at the model field.

Over the summer I was able to build a nice new plane which I'll be showing off at the October meeting. I also had a lot of fun flying one of my giant-scale models during the second picnic when we temporarily loosened the noise restrictions, and I'm happy to say we received no complaints about noise.

At the October meeting, we will be asking members to renew for 2005 and we'll provide a form to fill out so we have your latest information. Remember, you must have valid AMA membership and have paid your club dues by the February meeting, or you will have to re-apply to the club and start all over.

All in all it was a good summer and we're looking forward to more of the same next year.

October Meeting

Our next meeting will be held on Tuesday, October 12th at 7:30 PM at the West Grove Fire Hall.

Please plan to attend.

Membership News

The following prospective members were voted into the club at our August meeting:

Jack Warland
Kevin Shaveny
Ron Hayes
Alex Miriello

Also welcome to our newest prospective member.

Prospective
Bill Wise

Sponsor
Brian Porter

Radios and Radio Interference

by *Mark McQuaide*

There have been some reports of radio "hits" at West Field this year so now is a good time to talk about this subject and to make some observations and recommendations for avoiding radio problems in the future.

The club is looking into the purchase of a frequency scanner that can detect radio interference, but the first place to look is at our own planes and practices. In my experience, pilots sometimes are quick to blame a crash on radio interference, when the cause may actually be in the setup of the plane, wind currents that unexpectedly knock a model around, or even just "dumb thumbs" that we all get from time to time.

Model Setup

Metal-to-metal contact in a model is a common cause of radio "hits". Try this test: With your receiver on but your transmitter off, touch a metal control linkage or servo screw with a screwdriver. You will see that the receiver reacts instantly to even minor metal-to-metal contact. Go over your model and make sure that any metal-to-metal parts are securely fastened. A metal clevis connected to a metal pushrod and/or a metal control horn can be a problem, especially on the throttle where the linkage vibrates. Use a jamb nut on the pushrod or use nylon parts if possible to eliminate the problem. Use loctite, but remember, the red stuff is meant to be permanent!

Receiver and Wiring Setup

Have your receiver antenna fully extended, and if it's longer than the plane, have the extra length trailing out of the rear of the fuselage. Ideally have the antenna outside the plane, and if it's inside, don't have it flopping around getting tangled with the control linkages - fasten it down.

On my new model, the antenna exits the bottom of the fuse just behind the wing and is fastened to the tail wheel bracket. Use a piece of fuel tubing in the exit hole to keep the antenna from chafing on the wood, and use strain relief so the antenna doesn't tug on the receiver. Make sure the receiver and battery are securely fastened in the plane and are cushioned with foam, and check to see that all servo wires are firmly plugged into the receiver and that the wires are not pulling loose from the connectors. For big models, you may want to fasten the servo extensions inside the aircraft to keep them still. Use tape or heat-shrink tubing to hold the connectors together.

Range Check

Always do an antenna-down range check on a new model. You should be able to walk nearly the length of the runway away from the model and still have positive control with no twitching.

Gas Engines

Not many club members run gas motors, but if you do, the most important thing to do is to keep plenty of separation between the receiver and the engine ignition. In the past I have used 12" as a rule and it wasn't enough. Moving the receiver as far as possible away from a gas motor will solve a lot of your radio glitching problems.

If you have checked all of the above and still think you are getting "hit", make sure you let us know so we can investigate the problem. More than one modeler getting hit on the same channel or at the same time is a good sign that the problem is interference from outside.

**Photos from the Fun Fly and Picnic
September 11th, 2004**

