

Prop Kicks



The Official Publication of the Cloud King R/C Club

Presidents Corner

We're about to close out another great flying season and start thinking about building and repairing projects for the winter months. I'm going to try to get out as much as I can this fall, and also fly my little electric model in the yard when I can't get to the field.

The Cloud Kings sponsored three excellent events this year - starting with the Southeast Keystone State Sale and Auction in January, then the Airshow and Funfly at Harris Field, and finishing up with a great family picnic. The summer weather was generally excellent for flying, and this held true for the two flying events. I'd like to give a hearty thank-you to all of the volunteers that made these three events successful. We also went through the season with excellent relations with our neighbors and we hope to keep that going for the coming years.

We are already in the planning stages for the next Sale & Auction to be held on January 28, 2006, and we expect this will be even more successful than last year's event. We plan on doing more publicity for the Summer Airshow, scheduled for June 24, to make that a bigger and more exciting event for the local flying community as well as the spectators. The picnic will be held on September 9.

The club is in very good financial health, especially after the income produced by the two events. Our membership stands at 70 members and 5 provisional, close to the membership cap of 75 after family members are subtracted (families count as one member for purposes of the cap). I believe we should encourage new people to join the club as long as our fields are not overstressed. New people, especially young people, are the lifeblood of the hobby. Our website, www.cloudkingsrc.org, has been running for a while now and has plenty of photos from our events. Members are encouraged to provide photos to me, either digital or prints, and I'll have them up on the site in no time.

We'll be looking for you to tell us what you think the club should be doing in the coming year. Please try to attend the winter meetings, on October 11, December 13, and February 14, at the West Grove Fire Hall, and bring in your aircraft projects for show 'n tell.

Sincerely,
Mark McQuaide

Secretaries Notes

At the last meeting we welcomed as prospective members; Merrill Myers, and Bill Vandenberg

The following were voted to full membership
Jerry Heiderscheidt, Nathan Peterson, and Trent Losey

Welcome All

Membership reminder: The membership renewal process starts at the October meeting. Members will need to show proof of 2006 AMA membership, complete a renewal form, and pay the \$35 annual dues. Members who have not renewed by the February 14, 2006 meeting will be dropped from the roster.

Mark McQuaide still has Cloud Kings hats available - \$12 for members.

Henry Bohe will be having some new t-shirts made soon.

October 2005

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~The Flight of the Bumble Bee~

By Bill Losey



A fully constructed, ready-to-fly, Slow Poke came into my possession quite by chance. It was given to me by one of our former members, who because of family and work obligation couldn't stick with his dream to fly. He had purchased the Slow Poke from none other than Dick Plyler, one of our master builders. Dick is one of our most prolific builders, and extremely good at too.

The Slow Poke has been hanging around my shop for quite a while, just adorning the wall and collecting dust - lots of dust. The advent of my grandson Trent's interest in learning to fly caused me to dust it off with an eye to letting him use it as a sort of trainer.

The slow Poke came with the engine already installed. Who could ask for more than an OS LA~25 blue head as a power plant. Wow- this is going to be se-

rious stuff - stand back!

After installing the essentials, three servos, one for the rudder, one for the elevator and one for the throttle. (yes, that's right this little bird doesn't have any ailerons - hum...) The usual radio receiver, battery pack and associated wiring harness were also installed. Next came the weight and balance. The previously mentioned builder

has a unique style of installing pop-rivet bodies at exact the point of balance on each side of the fuselage. (This would be at the place where the CG (center-of-gravity) is located along the longitude axis adjusted up or down the vertical axis to fix the CG location as indicated on the model plans.) So having done all this I immediately discovered that we had a real tail-heavy bird on our hands. No problem! In with a BIG battery pack, out with the little one. Still too heavy, it look like the thing I most hate to do, I'm going to have to do - **add some ballast**. So, I throw in an old brass flywheel from a boat engine, a big iron nut and two large heavy fender washers - that did it.



Now for the final question, will it fly? Well, thanks to our new News Letter Editor who was able to catch a few pictures of the result. Yes, it flies, and we have the action shots to prove it. However, I would quickly add that it's a very interesting experience being the PIC (Pilot-in-Command).

The final question still needs to be answered - will Trent be able to fly it? Catch us at the flying field sometime and see how it all works out. Will it turn out to be one of those deadly African Bumble Bees or one of those friendly domestic ones?

Forum

An Old Idea Revisited

Some time ago Dick Plyler suggested that we form a group of flyer to meet at Harris Field during the week on Wednesdays and Thursdays for some morning or early afternoon flying. The idea never seemed to catch on, however, I think we should give it another try.

What I would like to try is this; that we set a time on Wednesdays and Thursdays, weather permitting, for now we'll make it 1:00 PM however, it could just as well be 10:00 AM, if we can get it going we'll fix a time most agreeable to all. This is an invitation to any club member who is available during the day: retired, on vacation, work a late schedule, or whatever. If you can make it, come on over to Walt's for come daytime action. Remember, the runways are *LARGE* there, good for us old guys, and there is no noise restriction either, so here a chance to fly those *BIG GAS* jobs.

Now, for the final question, when do we start - *NOW!* Why delay, I'm going to try to contact those I know will be interested, and endeavor to have some lead person at the site on flyable days, from now on. Come on out and see if you'll like it...

Need more information, contact: Bill Losey (215 850-2633) <DaRedBaron@zoominternet.net>

Field Safety

This has been a busy year for flying at West Field.

An area that we have really made progress is that of using the frequency pins when we fly. I have really taken notice that pilots are really good at getting their pin PRIOR to turning on their transmitter, also, fewer pins are going home with people. Let's all keep up the good work here.

Some reminders:

Flying in front of the flight line on the west end of the field and insuring that you do not fly directly in back of your position except on the eastern quadrant where we do fly. When we are landing west to east, you really must make right hand turns and be capable of flying a right hand pattern..



Properly executed



Properly positioned

I was recently informed that we have a few "roaming pilots".

These guys walk the flight line while piloting their planes. This can be very distracting to other pilots, especially when you walk in front of them. Each pilot needs to pick a spot behind a section of short fence and stay there within a couple of feet. They addressed this problem at Lums Pond by installing numbered flying stations. We may have to do something similar if needed.

Some of us are flying more at Harris Field, especially on Wednesdays & Thursdays. We must do our best to maintain 300 feet from the two bordering roads. At Harris Field, remember to have a spotter on hand.

Fly safely

For Sale

FALL CLEANOUT SPECIALS.

- Cermak - Sukhoi SU-31 68" WS. \$150.00
- GP Ultra Sport 1000 \$150.00
- Sig 1/4 scale Clipped Wing Cub \$ 75.00
- Dragon Lady 60-90 ARF \$100.00
- DynaFlite PT-19 \$275.00
- Pica 1/5 T28 \$ 50.00
- Pica Cessna 1/5 172 \$ 50.00
- GP Tiger Moth ARF \$150.00

Call Henry Bohe for details. 610-857-5669

Upcoming Events

Club Meetings, West Grove Fire Hall October 11 and December 13

Southeast Keystone State R/C Sale and Auction, January 28, 2006



2005 Picnic 50/50 Winner

Club Meeting
October 11, 2005
West Grove Fire Hall
7:30 PM



2005 Picnic Photo