

# Prop Kicks



The Official Publication of the Cloud King R/C Club

Charter Club # 579

## Presidents Corner

By Mark McQuaide

Another spring has come around and people are anxious to get out to the flying field after being shut in for the Winter. There's nothing like that first warm, sunny day to remind us of why we got into the hobby in the first place. If your aircraft have been sitting for the winter, be sure to do a thorough safety inspection and a full battery charge. If you don't have a battery tester, it's not a bad idea to have your batteries tested by someone

who has one. If they don't have 90% of their rated capacity it's time for new ones.

Our summer event, the Airshow and Funfly on June 24, is fast approaching, and we need volunteers. I'll be heading up the committee for this event again and we want to increase attendance from both the R/C community as well as the general public.

I want to emphasize that participation in club events and activities in general is critical to the

club's health. This includes coming to meetings and bringing a show 'n tell item, coming out to the fields and helping out others with less experience, volunteering an hour or two of your time at an event, providing materials for the newsletter, among other things. The club is only as good as it's membership and paying the annual dues is only the starting point. See you at the April meeting and happy flying!

April 2006

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file photo

### “Membership Last Meeting”

Please welcome the following new members:

Richard Perrault  
Billy Geist  
Ken Givens  
Don Coleman  
David Vavra

### “Upcoming Events”

**Next Meeting:** April 11, 7:30 PM at West Grove Fire Hall

**Fun Fly-** will be held on June 24 at Harris Field. Details will be worked out later.

**Club Picnic-** will be held on September 9 at West Field. Details will be worked out later.

**Float Fly-** Stay tuned for further details

## “Just the Pitts”

By: Pete Jones

As spring arrives, a few people are starting to show up more at West Field. One nice sunny afternoon I caught, in my lens, our “Club Secretary” Tom Lauletta out with his new wings, a “Pitts S1-B”.

In case you haven’t seen one of these bi-planes, they seem a little short on length to me however, the flight characteristics seem fine. Tom has a Supertigre .91 with a Pitts style muffler and a 13 X 8 Master Airscrew scimi-

tar profile prop up front and it is not short on power. This ARF is manu-



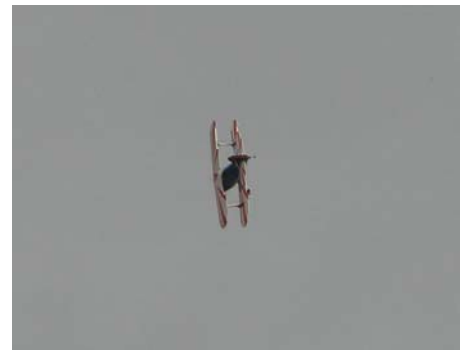
factured By Jamara and although he found it on ebay Tom does not know of any distributor.

Caution is needed as these planes are not for beginners. This plane seems to be designed nicely as it tracks well down the runway and seems to climb out nice too. As Tom flew her it pulled out of anything he put it through and was as gentle on the land-

ings as well.

The only issue I could see with this plane is the assembly time at the field. It looks like it would fit in the back of a pick-up or SUV fully assembled but while setting on the runway it’s size may be misleading. I think I’ll need to sharpen up my flying skills before ever trying one of these birds.

Nice flying Tom



## “ Float Fly”

By Derek Roberts

TO: All Cloud King Members  
From: Derek, Peter and Casey Roberts.  
SUBJECT: 2006 SUMMER FLOAT FLY.  
PHONE: 410-885-3797  
E-MAIL: elvieroberts@aol.com  
Dear Members...

Hopefully most of you know the Roberts’ by now. If not, then try to be at the field this season because we have five new airplanes to launch. Great planes paintball Cap 580 (OS 65), Carl Goldberg Super Chipmunk ( O.S. 61), Ohio Models Extra 300 ( Zenoah G-26), **Ace Seamaster / Two each (60 Size), Great Planes Cub on Floats (OS Surpass 70).**

Hopefully other club members have been as fortunate to get some time in

the R/C shop this winter as we have.



*file photo*

We are offering to host a Float Fly at our place in Chesapeake City Maryland sometime this summer. About 40 minutes from West Field. A Saturday with rain date of Sunday. Planning to organize event in a manner that club members need only show up and fly a float plane. Either your own or get some dual stick time on one of our Seamasters. I may only need one or two volunteers to assist with minor planning. We will discuss details at

the next meeting on April 11<sup>th</sup>. Hopefully we have given you enough time to build a set of floats. A recommendation is the Great Planes Trainer Sixty with Great Planes Sport Floats 60/Size. Had that plane for 20 years and as some know recently had a mid-air with son Peter at West Field. Water rudders not required but are really nice for taxiing. Any questions or interest can be forwarded to e-mail address above  
Regards Derek R.



*file photo*

## “Perry Pump/Regulator”

**Perry Pump Regulator Review**  
**March, 2006**  
**By Mark McQuaide**

My Great Planes quarter-scale Extra has an OS 1.6 cubic inch, two-stroke motor. While this motor has performed well for the most part, it has a habit of running rich and sputtering at about half-throttle and being generally finicky, requiring frequent high and low-speed needle adjustments to keep it running right. In an effort to find a way to improve the situation, I poked around the R/C Universe website for advice, and one of the first things recommended was to install a fuel pump. I found that a Perry pump/regulator (part number VP30) costs only \$25, so I ordered one and had it in hand a couple days later. I started the installation right away, excited that my plane might perform better and be even more fun to fly with this simple addition.

The purpose of a pump-regulator is to provide a strong, consistent fuel flow to the engine, regardless of engine RPMs, muffler type, or attitude of the plane. It is supposed to eliminate the need to tune the motor slightly rich on the ground in anticipation of the engine leaning out in the air or when pulling vertical.

The pump itself is a cylinder about one inch in diameter and one inch long. It has three nipples, one for crankcase pressure and two for the fuel tubing in from the tank and out to the motor. It is to be mounted roughly level with the carburetor, with its vent hole pointing down, and comes with a nylon strap for mounting to a nearby bolt.

The first task in the installation process is to remove the backplate from the motor and install a pressure tap,

which is included. A 6-32 hole must be drilled and tapped in the backplate, and the tap is screwed in using high-strength thread locker. The part of the tap that protrudes through the backplate has to be ground off so that it doesn't interfere with the moving parts inside the engine. Finally, all traces of metal shavings have to be cleaned from the backplate before it's reinstalled on the motor.

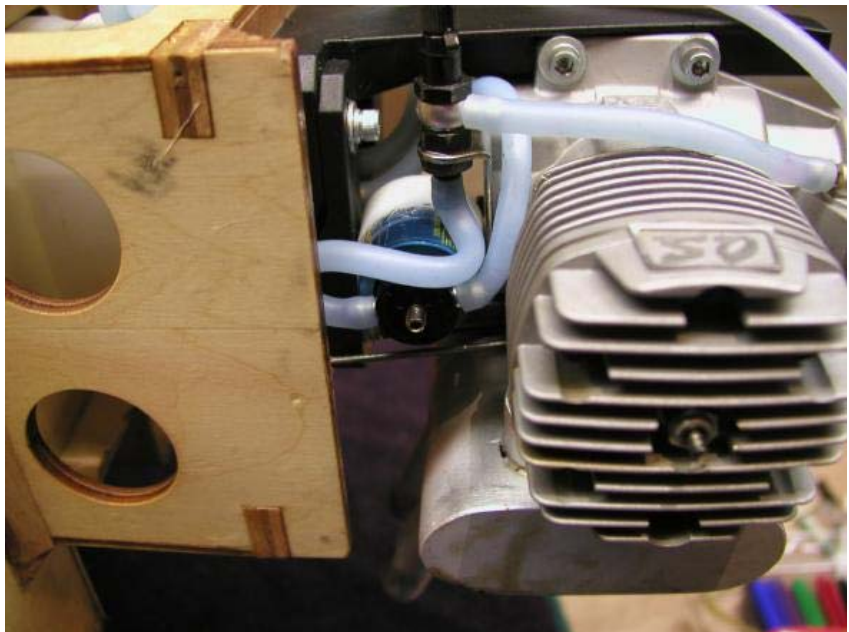
After some trial-and-error I chose to mount the pump behind the engine (see the photo). This location is a tight fit, but it put the pump at the right level, was good from a plumbing perspective with short runs and no kinks, and lined up perfectly with one of the motor mount bolts. Since muffler pressure is no longer required, I looped the fuel tank vent line around the engine mount and let the end hang down. I'll see if this stays in place and anchor it later if necessary.

Once installation was complete, I took the plane out to the yard for a test run with the cowl off (I think my neighbors by now are used to the occasional sound of model airplane mo-

tors being tuned). The motor fired easily, but as soon as I ran up the RPMs, the pump vibrated right out of its nylon strap.

A dab of household Goop (I love this stuff, it sticks to anything and is extremely strong and durable) solved the problem and I was back out for more testing. What I found was that the motor ran great with the pump on it. The low-speed needle had to be leaned significantly to provide a clean transition from idle to full throttle, and the high needle stayed about where it was, one turn out.

Satisfied that everything was staying put and the motor was tuned, I test-flew the aircraft on a cold, breezy March Sunday, and found that the Perry pump was everything I had hoped for. Mid-throttle running is much smoother, full throttle is very strong but still leaves a good smoke trail, and I can let the plane idle on the runway for several minutes without any loading up. I would heartily recommend one of these pump/regulators to anyone looking to improve the way their glow motor runs.



## “Weird & Wacky”

By Bill Losey

Well men, the Weird & Wacky progress is slow! We should be able to do better. The only thing I know of that's moving forward is Ray Crowley's "Flying Witch", and of course Brian Porter's "Mig 27 Target Drone". Dale Adams, Pete Jones &

myself have the Mig 27 under construction also. If one of you guys is working on some secret project let me know so I'll have something to report. Surprise me at the next club meeting by telling me your building the most outrageous thing ever heard of!

There's still lots of time, and lots of unclaimed **Weird & Wacky** projects out there - pick one that matches your personality, it shouldn't be hard!

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## “East is East & West is West”

By Bill Losey

Now it's often said that, “East is East and West is West”, and never the twain shall meet. We presently have two active flying sites, in the East there's Harris Field, and in the West there's West Field. Unfortunately you can't be at both places at the same time, that is unless you have a split personality. Some of our club members may actually qualify.

As I was driving over to West Field the other day I thought it just might be interesting to pass by Harris Field on the way. And what to my wondering

eyes should appear but some of our more alert Cloud King pilots buzzing around Mr. Harris's tractors. They had already figured out that spring was here and the new flying season had started. To say the least I was surprised and delighted to see Harris Field in use. Now this brings us to the point of this article.

Harris Field is a wonderful place to fly, and is open every Wednesday and Thursday, plus every other weekend. It is ideally suited for big plane operations! Last year we struck up some activities there at the end of the flying

season and would like to get it started up again this spring and continue through the entire flying period. This notice is to encourage more activity at this most excellent flying facility. On any day suitable for flight we hope to meet at Harris Field at around midday or a little later. We need to collectively agree upon some schedule that gets the bulk of flyers there at the same time.

Come on out and fly with the BIG BIRDS - you'll like I'm sure!

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## “Spring Forward”

By Pete Jones

Now that time has changed and the weather warms we'll have more time for flying. Many years ago as a “Crew Chief” on a C-141-4 engine cargo jet, I had first hand experience of what it takes to keep an aircraft air worthy and safe as lives depended on it. As a crew chief most of my time was spent inspecting the aircraft, the remainder, performing maintenance. We had “Pre-flight” inspections, “Thru-flight” inspections, and “Post-flight” inspections. I can go on and on about more types of inspections however, my point is that we should do the same with our r/c planes.

Personally I've seen someone assume

that their receiver battery was ok and further checking proved different, seen someone assume the craft was ok without checking and upon attempted take-off discovery of backward operating flight control surface and seen someone fly their aircraft with missing and loose screws in the engine mount. I too have had a mechanical failure in the air that caused loss of my plane. Now that spring is here and we get our planes out lets be safe and inspect them thoroughly.

It is really easy to get sidetracked on an issue during setup like talking to someone and then forget to do your maintenance or inspection. If you were to make a checklist of things to do upon arrival at the field then you

will remember. Not sure what to check? Just ask someone at one of our meetings or someone at the field.

Another thing, if you're not sure about the trim or you have done some repairs or other maintenance, on your first flight, ask and get someone to go on the buddy box with you or to fly her for you. There is a host of checks that need to be completed before every flight so spring forward for safety and check that plane.

## “Lumps on the Runway”

By Pete Jones

Dick Plyler and Dick Martin were out



in force rolling out our runway, with

an un-identified person on the camera. I'm not sure what happened to Dick Martin while he was rolling but if you see a big lump on the field when you're out, then Dicks wife might have some planes for sale.

Even though it has been dry the runway was pretty bad. During fall and spring the earthworms etc. had built up mounds of dirt 2 inches high in places. If you had enough speed these mounds would launch your plane like on a carrier. I could blame these dirt

piles for my poor “take-offs” with my tail draggers! Well, it sounded like a



good excuse. Thanks, guys for the hard work.