

Prop Kicks



The Official Publication of the Cloud King R/C Club

Charter Club # 579

Presidents Corner

February 2006

So far it looks like winter forgot to arrive this year, so it's been a great January for flying! No doubt things will be back to normal soon, which means, snow, ice, and staying inside to do building projects!



The club held two great events so far this year, the Freeze Fly (which wasn't very freezing), and the Southeastern Keystone State R/C Sale & Auction. Thanks to everyone who turned out for these, and special thanks to the organizers and volunteers.

Please remember that the deadline for membership renewal is February 14 at the meeting (7:30 at the West Grove Fire Hall). Anyone who has not renewed by then will no longer be a member and

will have to go through the initiation process.

Spring will be here before we know it, and we have a lot to do. Proposed projects for 2006 include West Field upgrades. The Harris Field airshow is set for June 24, and we need volunteers now to start planning. Our family picnic is set for September 9.

Please remember to check the Cloud Kings website www.cloudkingsrc.org frequently for information about events and meetings as well as photos. I receive

a lot of questions from members about when and where meetings are, when events are, etc., and sometimes people even show up for a meeting when there isn't one scheduled! This confusion could be easily avoided by just checking the website. Of course, please don't hesitate to ask questions either. Have a good winter and we'll see you soon, Mark McQuaide

Inside this issue:

Presidents Corner	1
Membership and Coming Events	1
Sale and Auction	2
Safety	3
Instruction Tips	4
Weird and Wacky	4
50 Dollar Woman	5

“Membership Last Meeting”

Please welcome the following new member:
John Gaydos was voted to full membership privileges

The following people attended their first meeting and were voted and approved to become prospective members:

Dave Hall- will be sponsored by Pete Jones.
Kenneth Givens- will be sponsored by Tom Lauletta.
Don Coleman- will be sponsored by Bill Losey
Charlie Price
Dave Nunemaker - will be sponsored by Alvin
50/50 Winner: Jack Douglas

“Upcoming Events”

Next Meeting: Feb. 14, 7:30 PM at West Grove Fire Hall

Freeze Fly 2: Feb. 11 2006

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.

“Sale and Auction Results”

In spite of having to move and relocate our sale at the last moment, we had a good, but not outstanding event. Attendance was not as good as last year from the area and from our Club members in general. Increased prices on tables and admission really helped



offset this shortfall. The lower attendance contributed to fewer bidders in the auction along with a reluctance to bid much above



the reserves hurt the auction results. Tables were sold out and the sellers here for the most part had a good day. Many table people sold out and that's a bright spot.

We raffled off a very nice Futaba Radio and a Sukhoi ARF near the end of things, but managed to break even here.

In spite of all this, we did increase our net contribution to the Club by 33% and that's not bad.

We will learn from our experience and go for it again next year at The Redman Pavillion. My sincere thanks to all who assisted in setting this up and to those who supported it with their attendance. Dick Plyler



“Jack Douglass Builds Again”

by Bill Losey

Jack's wife, Alice, finally threw up her hands and said, “Enough of this winter loafing on the sofa, it's down to the basement with you, and don't come up until that new airplane is built!” We should all be so fortunate.

It seems at the Douglass's house it's pretty much the same as it is with the rest of us, winter comes and we go



into deep hibernation for three

months. But not this year, Momma Bear has roused Jack out of his deep winter's slumber so she can clean under the couch. It all started on Christmas day when she presented him with a new kit to build (a Chipmunk). Musser's stock of kits must have really taken a hit over the holidays. Alvin probably got a big bonus since he's the chief prime mover of the model aviation department there. Wouldn't you know it, the one she gave him wasn't to his liking, so he took it back and made an exchange - now that's tempting providence! Well, she was ok with it - lucky Jack.

Here are a few pictures to show that she really meant it when she banqueted him to the cellar, reasoning that it would be more comfortable for him down there seeing that he's closer to the heater. With no luxuries down there, TV and the like, plus being

kind'a hard to sleep standing up, Jack plunged into the task before him with reckless abandonment and as you can



see the project is moving towards completion. This new **Extra 300** should make it debut at Harris Field this spring.

“I.D. Your Aircraft”



by Al Johnson ret. Editor

Everyone who flies R/C aircraft should have their name, address, and phone # on each plane. In fact AMA

requires it.

No set rules exist as to how to affix this to your plane, however, by far the best is the AMA sticker that is designed for that purpose and these stickers are weather resistant if used as intended. The common location is to place on the fuselage bottom just aft of the main landing gear. Putting it inside of the fuse is unwise since the finder may not look there.

These AMA stickers are available from Extreme Hobbies at no charge.



You can also ask me at the field as I have plenty in my house. Also, I will bring some to the next meeting and explain proper use.

“Field Etiquette”

by Pete Jones

What is Etiquette? It is defined as “conduct or procedure as prescribed by authority, to be observed”

On occasion I have observed pilots getting a little too lenient with the rules as set by our Board. Rather than to go into detail about these infractions it may be better said to explain why the flying rules are in place.

If a pilot was to lose sight of his/her aircraft then usually it is certain death for that airplane and something that I notice occasionally is pilots roaming around during flight and this could block another pilot's vision, or they could trip over something causing themselves to lose focus on their airplane or block someone's view. This is true for assistants and spectators as well and they should remain behind the fence when not being of assistance, for the same reasons.

Control of airplane should be kept well out into the field away from the pit and spectator area. As Al Johnson says “a crash in the field is just a crash, a crash behind the fence may involve spectator injury, vehicle damage, or other property damage”.

Use of pins is important and actually is mandatory for everyone to use. If you were to turn on a radio frequency

that someone else is flying at that moment, it could and will likely crash that airplane. Typically someone who does this is responsible for replacing that bird. Again, this could also cause an airplane to crash into the spectator area depending on the direction of travel when the infraction occurs. Please use the pin system and if the pin you need is not on the board, then wait. Everyone typically uses a clothes pin to put on the board when they take a channel pin, so you can identify who is using that frequency. Usually your name is sufficient on the clothespin, however if you put your channel number beside your name it would be better.

There is a radio impound area under the pavilion at West Field. This area is to hold our radios when not in use. What this does is prevent accidentally turning on our radios while servicing our planes. Remember someone else may be flying with your channel. I don't think there is an impound area at Harris Field, however, it is easy to set one up if there is a group flying. First, check the pin board to insure all pins are accounted for, then set up one of the vehicles as an impound area for the day. The pin board could be set up there as well.

Another consideration for everyone is the runway. Before takeoffs or landings, please let everyone know with a shout and don't be bashful with this, as it informs everyone that there is immediate activity coming to the runway. Also do this when you have to physically go onto the runway to retrieve an airplane as this would alert pilots as to the activity, or the pilot could have urgency and need to land. In any case this communication is needed to co-ordinate traffic. Remember, we are all here to have fun and to me that includes everyone taking their plane home in one piece.



If we all take a pro-active rather than re-active stance then we have a better chance to insure the safety of all.

“Tips from an Instructor”

by Brian Porter

The following is just some hints and tips to help you get more flight time with your instructor. Most instructors are very happy to help you learn to fly and enjoy our hobby of Radio Control, but in order to maximize your flying time, take care of a couple of things BEFORE you get to the field, Preflight your model, Preflight your field box, I know this sounds strange, But I have seen it too often where a student gets to the field and they either have very little fuel with them (not enough to complete one flight), or there starter, glow plug, transmitter or receiver batteries are dead.

If you get to the field before your in-

structor and this is not a maiden voyage, have your model fueled, the wing installed and the radio range checked, this way when your instructor gets there you can get to flying. If you have crashed or it's your maiden voyage, contact your instructor before you go out so he can set aside extra time to look over your aircraft, and fly it prior to turning the controls over to you.

Some instructors such as myself are starting to set aside one night during the week to instruct, But these time are usually limited. For an example I try to be at the west field on Wednesday nights, But due to work I cannot get there until 6:00PM. When I arrive, if I have to spend 30 minutes getting a

student together, it's that much less flying time you get. Now for those of you who cannot show up on Wednesday's, I know there are usually a few instructors who try to fly on Friday evenings. Remember, the more you help yourself, the more you help your instructor and the better chances of successful flying.



by Bill Losey

You may remember from our last newsletter that I suggested we put together some unusual flying machines for the coming activity season. The idea was to have these new birds ready to go when we have our special events this summer, and of course to have some FUN while we're at it. There has been some response to this challenge, but more participating club members are needed. It's not too late to add your name to the list. Need help selecting a suitable project? Let us know and we'll help point you in the right direction.

Now here's where we stand: Ray Crowley has purchased a “Flying

“Weird & Wacky Updates”

Witch”, and should have it ready pronto. Brian Porter already has a



“Mig-27 Target Drone” up and flying. If you haven't seen it in the air yet then you haven't been out at West Field

much this winter. Also, we have 3 more of these Target Drones under construction by; Dale Adams, Pete Jones and myself. Most of these three should be completed by spring. Which if you haven't noticed is just around the corner. If I've missed somebody's activities in this area let me know and we'll moralize you in the next newsletter.

There's still lot's of time, and lot's of unclaimed Weird & Wacky projects out there - one probably has your name on it!

by Bill Losey

Many of our older members will remember Harry Price who used to be a current attraction at the club flying sites. Harry is an extremely skilled model builder, and many of us enjoyed flying his airplanes which he shares freely with anyone who would have a go at it. Harry got me started on a lot of birds that I never would have attempted to fly or build had it not been that I had shot at flying most of his new creations.

Remember Harry Price?

Harry moved away some time ago to Bartow, Florida where he is now a member of the Polk County RC Club, enjoying paved runways and sunshine year round. I was his house guest many times while I attended the annual Sun'n Fun air show. Harry always missed the old Cloud King gang and would drop by the flying fields whenever he came north.

For a time now Harry has been quite ill and has passed through some deep waters. Presently he's re-

covering at home and is quite limited in his activities. I thought it would be a nice gesture if some of us could find time to send Harry a short note or card. Even if you don't know Harry I'm sure he would appreciate hearing from a fellow Cloud King'er. His address is listed below.

Harry Price
165 W. Pearl Street
Bartow, FL 33830

“ Fifty Dollar Woman”

by Pete Jones

It's been a pretty nice winter so far and West Field has not been short of activity, and plenty of it. Upon arriving at the field one afternoon, I saw this big red trainer floating along, and not unlike the “Mig” the first time I seen that in the sky, I noticed that something was a little different about her. I say “her” as later upon questioning the pilot of this beauty that this crafty machine is called a “Dorothy”. As a couple more people arrived on this beautiful day I noticed that most were content with standing



around watching “Dorothy” slip through the sky.



John Anderson is the pilot that owns this bird, which is powered up with a .45 sized power-plant that believe me! Is more than she needs! I suspect that even though plans call for .40



to .45, a .28 would fly her easily. With the 45 on her she will go vertical as long as you can see it. Earlier I used a couple of terms that I would like to go back and explain in a little more detail. I used terms like “different” “crafty” and “big” and I would also like to consider a couple more terms like “cheap” or “in-expensive” or “bargain”. By now you have figured out that this ARF kit is \$50.00 and it is available local in New Jersey at Polk's Hobbies, which means if you buy one it will likely be on your door step the next day. I first saw an ad for this baby in Model Aviation for \$150 bucks but on sale for \$100.00, John said he got her for \$50. on-line. As of this writing it is still available on the Web Site for \$50 if you were to be interested in one of these, you do not have to go on-line to order except maybe to get the phone number, then call in an order.

I also said “big” earlier. This is a 40 size trainer but has a 72” wing span which makes it real easy to see up high and gives her plenty of lift for short take-offs, and the landings? Wow! John cut the engine once to just glide her around, and it seemed like forever to get her slowed enough for landing.

My final thoughts are that; if you're looking for an in-expensive plane as your first trainer, then this may be the one for you, cheap? Not at all! I called the hobby store and ordered two of these deals, one for myself, to train my first trainee, and one for Bill Losey who has another trainee in mind. Yup \$50.00 The phone number for Polk's Hobbies is 973-351-9800.

Oh, Why would I buy a trainer for a student?

There are a couple of other fifty dollar birds out there for you folks that like aerobatics; Henry Bohe and Dick Martin purchased a couple of “profile” type areobats from ebay re-



cently. Upon browsing ebay I noticed a couple of those birds are still available from time to time. Shown are a



couple of pictures taken at the field recently.