

# Prop Kicks



The Official Publication of the Cloud Kings R/C Club

Charter Club # 579

June 2006

## Cloud Kings R/C Fun Fly 2006

Flying Demonstrations, Food, Raffle, R/C Tailgate Sale  
Open Flying for AMA Members

Family Fun!

Harris Private Airport  
650 Penns Grove Road  
Lincoln University, PA

(Near intersection of US 1 and PA 896)

10AM – Dusk – Rain Date June 25

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### “Membership Last Meeting”

Please welcome the following new members:

Donald Barnett  
David Hall  
Dave Nunamaker  
Dick Ludwig

**Prospective members:**

Morris Hess, sponsored by Bob Fling  
Andrew King, sponsored by Merrill Myers.  
Bruce Ginn, sponsored by Henry Bohe  
Martin Deberardinis, sponsored by Mark McQuaide

### “Upcoming Events”

**Next Meeting:** June 13, 7:30 PM at West Field

**Fun Fly-** will be held on June 24 at Harris Field.

**Float Fly-** July 8th, with July 9th as rain date.

**Warbirds Over Delaware-** July 15<sup>th</sup> at the Delaware RC Club field at Lum’s Pond in Delaware.

**Club Picnic-** will be held on September 9 at West Field.



## “Putting the Spin on Spinners”

By Al Johnson

To many R/C flyers the prop spinner is just an extra finishing touch to a new plane, or a good surface to push their electric starter against. It goes a lot further then that.

A long time ago AMA required spinners to be used in competition and suggest they be used on all model fuel engines in planes. To meet this requirement one only has to

have the bare end of the engine shaft covered by a spinner nut or a simple acorn nut.

The reason for covering the shaft end is very simple; if a person is struck in the head (or anywhere else) the bare shaft end becomes a bullet and can penetrate the skull. I'm sure many modelers have flown without what is commonly known as a “Safety Nut” on their engine and never thought of

the danger it posed.

Keep safety first, and no one gets hurt. Please always observe accepted R/C practice.



## “ Float Fly”

By Derek Roberts

### July Float Fly

To all members.... The Float fly is still on for Saturday the 8th of July with a rain date of Sunday the 9th. High tide is 8:35AM. We don't need much water for our event so plan to arrive around 10:00 and start our flying around 11:00. I have provided directions below with our address if anyone wants to map quest it. If anyone is interested and will be attending please



*file photo*

RSVP on or around the Fun Fly date of June 24. I

can also get a head count at the Fun Fly. Just bring your plane and floats we will be providing the food and drinks. Please try to ride with a buddy to consolidate on a few cars if we can. I can park about 12-15 cars comfortably. Look forward to seeing you there.

### ROBERTS RESIDENCE:

72 Dartmouth Road  
Chesapeake City  
MD, 21915.

DIRECTIONS FROM ELKTON MARYLAND.....TAKE RT 213 SOUTH TO THE C&D CANAL BRIDGE- FROM BRIDGE GO ANOTHER 1.5 MILES TO COURTHOUSE POINT ROAD AND TURN RIGHT-GO 1.5 MILES TO WOODSIDE AND TURN RIGHT-GO TO THE FOUR WAY INTERSECTION (.3 Mi) AND VEER LEFT JUST PAST MAILBOXES ONTO DIRT

ROAD- MAKE 1ST LEFT -WE ARE 1ST HOUSE ON RIGHT WITH "GLASS GREEN-HOUSE". PHONE : 410-885-3797 IF LOST.



*file photo*

## “Winter Project”

By Leif Thomson

During those winter months I tend to look for outlets for my creativity. I've been stocking up on parts for a new flight box, and tried several different designs. The goal was a box that would hold the essentials and be as compact as possible. After several failed attempts, I realized that my existing flight box offered the best fit for my needs. I did a few minor modifications to hold a larger fuel bottle (1/2 gallon) and a support hole for my starting wand. Since I have had good luck with my small motorcycle battery, I decided to keep it. I did upgrade the power panel to a new one that has a built-in charger for the glow igniter. Considering how many times I've seen pilots with dead igniters this should come in handy.

Since I had purchased a few used 7 Amp-hour gel-cell batteries, that left me wondering what to do with them. These batteries are similar to the TorqMaster offered by Tower Hobbies. I decided that a portable power charging station would be an ideal application for my spare batteries, and would also give me a portable 12-volt supply in case I needed to perform an "on-field" start.

I started looking for a case that could hold the charger and gel-cell. A quick trip to Radio Shack located a 7x5x3 plastic project box that was just the right size for the battery. I also located a plastic terminal plate with recessed banana jacks that could be mounted to the side of the box giving me a place to charge the battery. A piece of strapping material that I had in the basement looked like a good idea for a carrying handle. This only left the question of where to keep the charge leads. While wandering through Wal-Mart, I came across a

small leather-like case designed to hold memory sticks for digital cameras. This turned out to be the perfect size to hold the charge leads.

Assembly was fairly easy. I cut an opening in one side of the project box and mounted the terminal plate using some spare metric M3 bolts and lock-nuts. I cut a piece of strapping material and fused the end with a lighter, then folded it over and bolted it to the case. On the other side of the case, the strap went under the memory stick case and holes drilled through both for small bolts to hold them in place. I used countersink head bolts from the inside to prevent rubbing on the battery, which will rest against this side of the case.

I removed the back case from the charger. I then aligned this case with the top plate of the project box and drilled completely through the normal bolt standoffs with a small drill bit. I could then enlarge the hole from the back and attach the charger case to the project box cover using self-tapping screws. With this completed, I drilled another larger hole for the power wire and re-mounted the charger in its case, threading the power wire back through the case. Then it was just a matter of soldering these wires to the terminal jacks, along with additional wires leading to the battery terminals. A bit of extra foam was used around the battery to keep it from moving around, and the cover was screwed down on the project box. I didn't bother making vent holes since gel-cells are sealed and don't require venting.

The result is a very useful and unique portable charger. It's also a convenient portable 12-volt supply, which together with my starter and glow igniter are all that I need to start my

model.

Parts List:

Hobbico Quick Field DC Charger MKII 12 Volt \$50  
<http://www2.towerhobbies.com/cgi-bin/wti0001p?&I=LXCTZ5>

Hobbico TorqMaster LC 12V 7Amp Battery \$17  
<http://www2.towerhobbies.com/cgi-bin/wti0001p?&I=LXL370>

Project Enclosure 7x5x3 \$6  
<http://www.radioshack.com/product/index.jsp?productId=2062284>

Speaker Terminal Plate \$5  
<http://www.radioshack.com/product/index.jsp?productId=2102834>

Case Logic Digital Media Case \$4  
[http://www.caselogic.com/digital\\_media\\_case/product\\_detail/index.cfm?modelid=58599](http://www.caselogic.com/digital_media_case/product_detail/index.cfm?modelid=58599)

Misc Items: Strapping Material, small M3 bolts and nuts, Terminal Connectors

## “Thoughts on Safety”

By Ray Crowley

### MID SEASON AIRCRAFT INSPECTION

With the warm weather upon us and the flying season in full swing, now is a good time to think about inspecting our model aircraft, radios, and batteries.

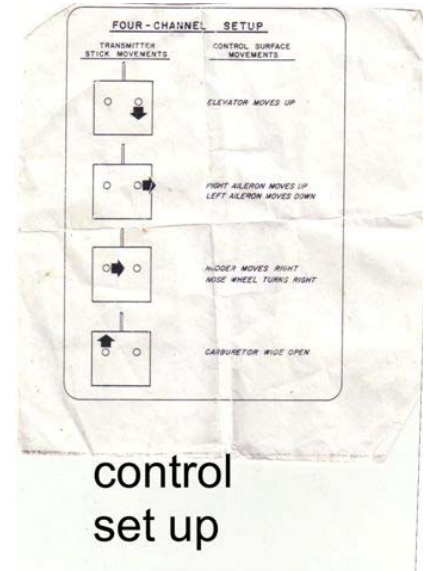
A good place to start our inspection is the control surfaces. Pull on aileron and rudder and elevator surfaces to make sure the hinges are secure. Next, inspect control horns for wear of clevis fittings to horns and horn to control surfaces for loose or missing control horn mounting screws. Now, check your servos for loose or missing screws or damaged or crushed wire harness. Check throttle linkage and set the throttle trim to turn off engine with the trim adjusted to full, low idle. Also, check the C.G. (center of gravity) per model owner's manual. Models can

gain and lose weight also.

I like to cycle my receiver and transmitter batteries once a month during the flying season. I have had battery packs which develop a weak or shorted cell and show up when I cycle the battery pack. A battery cycler is a good tool to insure safe battery packs for our models.

Our radio transmitters require inspection for worn gimbals, worn and sticking on/off switch, also loose antenna connection. And don't forget the memory battery used in some of our computer radios needs attention. Refer to your owner's manual about the memory battery.

I have attached a drawing of a radio setup and control surface movement that you may like to keep a copy of in your flight box... also an image of my first battery cycler, vintage 1980. It still works.



## “Thoughts on Safety”

By Bill Vandenberg

It only takes a momentary lapse of vigilance to cause injury to yourself or others when operating model aircraft. In 34 years of enjoying R/C, I've seen many different incidents where a pilot is so hopped up to get a new aircraft in the air, that safe operating practices sometimes take a back seat to “go fever”.

First and foremost, have someone, (other than yourself), pre-flight any new or re-built aircraft before it's first flight. Another pair of eyes can always find something that you've overlooked several times. Even the most experienced pilot should observe this suggestion. It has served me well. It could save your

expensive aircraft.

Second, I've noticed quite a few of our members who insist on standing in line with, (or directly over), a spinning prop during full throttle run-ups. **VERY STUPID!** During high-speed engine runs, the odds of throwing a prop are much higher than at idle. The only place to be standing is well behind the rotational plane of the prop. If a prop departs, it's going somewhere either in it's rotational plane or in front of it.

Third, “Situational Awareness.” When at the field, always, always be aware of what's going on around you. Sounds simple, huh? I've seen three people hit by out of control aircraft, and thankfully none resulted in serious injury. It can hap-

pen to you!

Lastly, become more vocal. If you observe someone breaking either the club rules or the AMA guidelines, bring it to that person's attention immediately. If the activity continues, bring it up to one of the club officers.

I am not exempt from lapse of vigilance moments. Last year I stuck my right forearm into the arc of a 16x8 prop on my quarter scale Cub. Thirty-four stitches later, I still can't believe how stupid I was that day. If you see me at the field, I'll be happy to tell you the whole sordid story.

Safe Flying is no Accident!

## “Strange Flying Object Sighting!”

By Bill Losey

The skies over West Field are alive these days with an unbelievable assortment of flying machines of every imaginable description. And yes, some might rightly be called indescribable. It is of one such flying machine that I write. At this point it might be appropriate to note that John Andrews has acquired a strange fixation about this bird and has made numerous inquiries concerning just how much cash it would take to move it over into the Andrews' hangar. As yet no deal has been struck.

The aircraft in question is nothing less than the Wacky Waco profile biplane; powered by a mighty OS 61 four stroke. I came by this model quite by accident when it appeared for sale at our first club sale and auction a few years ago at the Catholic School facility. Fortunately I spotted it first and was able to clinch the sale before other greedy eager hands could secure it. Then placing it near my table, the

rest of the day was filled with generous offers to buy it, all of which were refused. After all, an airplane like this comes along only once in a lifetime!

So there it sat in the corner of my basement. One day recently as I was passing by (now, you may find this quite incredible - at least I did) it **spoke** to me, or at least I thought it did, and ask why I had neglected it so long. Well, you might imagine I was quite flabbergasted. Wow, a talking airplane, it looks like this buy is getting better and better all the time. Well, the plane went on to say that if I didn't get it going soon something bad was going to happen! These kind of ominous threats are not to be taken lightly, so I made it my next project.

Having tidied up all the loose ends and with a final adjustment of the prop nut I took off for West Field for the acid test. As any of you who were there can attest it run like a finely oiled Swiss watch and flew like a carnie just escaped from it cage. A nimble flyer, great hands-off flight char-

acteristics, take-offs are as straight as an arrow, and it's so easy to land you'd think it had land-a-matic. This is a pilot friendly bird if ever there was one! You'll be captivated by its' majestic lines and balanced symmetry. When they made this one - they broke the mold! A picture's worth a thousand words, so, I've included one.

I know all you guy are going to want a shot at getting a piece of aviation history. However, you need to know that John Andrews is the bidder to beat. I'll be entertaining any and all reasonable offers at the next club meeting - but bring your check book, it wouldn't be safe to carry that much money around.



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## “Items For Sale”

Spring Cleaning My loss your gain?

1. GP .40 Extra 300 converted to electric.
2. 25% Ultimate 10-300 Bipe. American Kit Cutters. 63" WS. No engine or radio.
3. Cessna Skymaster, Royal Kit. Framed-up, needs to be completed.
4. 27% CAP 232. Midwest. 80" WS. Framed-up, needs to be completed
5. 25% CAP 232 ARF. Extreme Aircraft. 73" WS NIB Beautiful aircraft.
6. Somthin' Extra ARF. Sig. NIB

Call Henry Bohe 610-857-5669 if you have any interest.  
or email [hambohe@comcast.net](mailto:hambohe@comcast.net)