

Prop Kicks



The Official Publication of the Cloud Kings R/C Club

Charter Club # 579

Presidents Corner

As the days start to get shorter and cooler and we start to look toward winter projects, snow, meetings at the fire hall, and all that stuff, it's great to be able to look back at such a great year for the club, and look forward to another one in '07. We're finishing the year with a full membership roster, great people, great flying facilities, and a picnic that was well attended and enjoyed by all (see the photos on the website). The funfly/airshow at Harris was rained out, but we're looking to do another one next year.

Problems were few and far between this year, and I'd like to thank everyone for their cooperation and consideration. Thanks also to those who had to wait for a membership spot to open. Our goal is to have a flying environment that's safe and enjoyable for everyone, and that can be a challenge at times. Our neighbors and hosts have been mostly happy as well.

As the club has grown and bumped up against the membership limit, it has brought about the need for some change. At the next meeting, we will raise motions to increase our annual dues and make some minor changes to our bylaws. The Executive Committee does not believe that there is a need to increase or decrease the membership limit, but we would like to hear from you about this subject. Remember that the club bylaws are available to anyone on our website, www.cloudkingsrc.org.

We also have plans to enhance the runway and pit area at West field. Membership renewal time is coming up and dues must be paid by the February meeting. Annual officer nominations and elections will also be held this winter as always, and we're looking for individuals who are interested in taking leadership positions.

Again, thanks to all of the Cloud Kings for a great year and I hope to see everyone back next year.

Best Regards,

Mark McQuaide

President, Cloud Kings R/C Club

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"Membership Last Meeting"

Please welcome the following new members:

Bob Evangelista

Marty Zeller

and Prospective members:

Tord Vuraas, Sponsored by Pete Jones

Marty Cox, Sponsored by Donnie Barnett

Jason Young, Sponsored by Mark McQuaide

"Upcoming Events"

Next Meeting: Oct. 10, 7:30 PM at West Grove Fire Hall

Sale/Auction- February 10, 2007

Stay tuned for further details.

Proposed Dues Adjustment

The Executive Committee has met and decided that it is in the club's best interest to ask the membership to approve a dues increase. The reasons for this are as follows:

1. The need for additional capital to improve our flying facilities. Currently the club is breaking even, not including the emergency fund, which is relatively small.
2. The need to accumulate capital in the event that we have to locate and develop a new flying site. We do not anticipate losing either of our fields, but in this day and age of rapid development we believe it is necessary to be better prepared.
3. The dues have been at a relatively low level for a long time, roughly half of the "going rate" for R/C clubs. Our costs have increased over the years and this must be accounted for.

We plan to raise this issue to a vote at the upcoming meeting on October 10. Please plan to attend.

Other Bylaw Changes

There are three proposed changes to the bylaws that will be raised at the upcoming meeting.

Junior Members

It is always in the best interest in the club to bring in, train, and encourage young members. This is how the hobby survives and grows over the years. For this reason we want to ensure that no individual under the age of 18 is turned away from the club due to the membership cap. The Executive Committee is proposing the following addition to section 4.5:

Junior members (those under 18) will not count against the membership limit, even if no other family members are members of the club. A junior member who turns 18 will continue to be a member and will occupy the next available opening on the club roster starting in the following calendar year.

Training

The next proposed bylaw change concerns training. The Executive Committee is proposing the following addition to section 5.13, Student Rules:

5.13.6 Training will be provided for prospective and regular club members only, with the exception of one introductory training flight which can be provided to non-members.

New Member Initiation

Finally, we would like to clarify the new member process because there is currently no minimum time for the initiation period. The Executive Committee is proposing the following change to section 4.3, 4th bullet, 2nd sentence:

The initiation period will begin when the applicant becomes a prospective member and will last no less than two (2) months and no more than six (6) months.

“Vintage RC Society Selinsgrove Reunion 2006”

By Mike Denest

Usually, the unofficial end of summer, Labor Day Weekend means a trip to the shore, the mountains or just staying close to home celebrating with a barbecue or two. For about 30 members of the VR/CS, that meant an an-

nual trip to Owego, NY, the location of the Aeroguidance Society flying field for the annual VR/CS Selinsgrove Reunion. However, this year was a bit different in that Hurricane Ernesto put a damper on the flying activities for the weekend. So, instead of flying we set up a static display at

the headquarters hotel. Most of the vintage aircraft are recent creations but a few were at least forty years old and still in good shape to fly. Rather than yak about this, that and the other thing, I've included some photos here to give you an idea of what is flown at a typical vintage event.



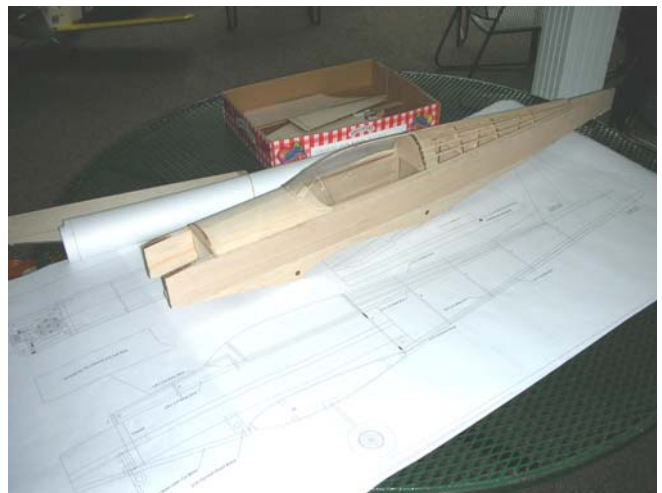
Sterling P-63 King Cobra with a Super Tigre .60. The unfinished area on the wing and fuselage left side is from a mid-air collision suffered some weeks before. It was judged to be the winner in scale.



A pair of Top Dawgs, both built from the RCM plans. This is a Ken Willard design from 1966. One is IC powered and the other is

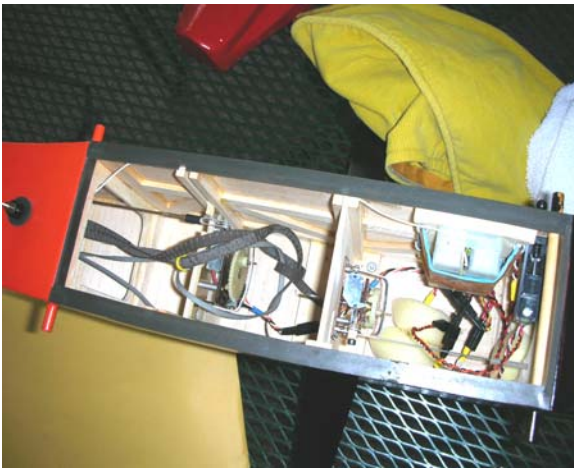


Taurus times two. One is from an original Top Flite kit, the other is from the Home and Hobby Solutions kit. Can you tell the difference?



The official VR/CS One Design for 2007, the Andrews Trainmaster prototype kit to be available in the near future from Early RC and Wing Mfg

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Above.....RC as it used to be in 1965. In this Midwest Tri-squire fuselage the single channel gear is a Bonner escapement and rubber band, in the forward end is the receiver and motor control escapement. It works!

Below.....Here's another shot of the Tri-Squire with its Controlaire Mule Mk. II transmitter.



Below...Goldberg Falcon 56 from the Early RC kit, powered with a Veco .19 and flown with a Kraft radio.

Above.....Here's a couple of oldies, Don Brown's Dee Bee Quadruplex proportional radio with vacuum tubes in the transmitter and a double deck receiver. Fast forward 20 years with the Heatkit proportional



More information on the Vintage Radio Control Society can be found at <http://www.vintagercsociety.org>. Plans can be found from various sources, like the John Pond collection available through the AMA plans service, Bill Northrop's plan service and even eBay. Wing Mfg. Will be producing a kit of the Andrews Trainermaster, Home and Hobby Solutions produce a nice replica of the Taurus and there are a number of other individuals reproducing kits and plans.

“Centurian”

By Mike Rubini / David Rubini

This summer I was looking for a somewhat different RC flying experience. At about the same time my son David was toying around with some rockets for his school science class. I always enjoyed playing with rockets but lose enthusiasm when I need to walk a quarter mile to retrieve a hopefully intact model. I was thinking, wouldn't it be great if there was a model that would rocket up and then you RC fly it back down to your location. After some net searching I found that Estes made and had discontinued this concept in an ARF a few years ago with a model called the T-25 Centurian. Later I found a small Internet shop that still had one Estes T-25 Centurion Rocket Glider in stock.



The Centurian combines the rocket boost glider technology with R/C aerobatic capability. It took me about 10 hours build (but the instructions said it should take about 3). The model requires a 2

channel radio but I used a simple 4 channel that I had lying around. Two HS-81 HiTech miniature servos were used for the elevator and ailerons and I replaced the wimpy kit supplied elevator cable with a 0.32 steel wire soldered to a Sullivan clevis. It also required a small hard to find flat battery 250mAh pack which I ended up building out of 4 AAA 750 mAh NiMH batteries.

Once the model was built and ready for flight, I investigated the rocket propulsion system. These models can take a number of different engines but Estes recommends a D-11 or an E-9 (E-9 is the largest engine sold by Estes). After further research on the model, almost every review had stated that although the E-9 was recommended by Estes, it had insufficient thrust for a very high and enjoyable flight. Various

reviews suggested that a better flight could be achieved with an Aerotech F-12 engine. This line of Aerotech rocket engines are reloadables engines, meaning that you buy a metal engine casing then just replace the composite engine internal components after each flight. Once I had the rocket propulsion figured out, the next question was how to ignite the engines. The Aerotech engines require a 12 volt system and up to 5 amps, whereas the Estes ignition system was only 6 volts and minimal amperage. I was now thinking “What's next?” For maximum flexibility I decided to build my own ignition panel. I



used a number of electronic components I had laying around and built an over engineered multi-voltage high amperage rocket ignition system capable of launching any engine, up to 15 amps ! I'm now thinking, Yes, finally ready for takeoff, or at least I thought. After careful inspection I noted that since this model requires such a large rocket engine, the launch guide on the model is designed for a 1/4 steel rod, and most launch rods are only 1/8 inch. So now I'm building a new launch pad which will support a quarter inch, 4 foot steel rod.

OK, now finally ready for maiden flight! This model is very different from any plane I've ever flown, so thought it would be best if I could find a test pilot, someone who's flown many different models with a low “Flight to Crash” ratio and would be quick enough to react to a rocket flying over 150 mph. Mark McQuaide immediately came to mind.

After reviewing, pre-flying and discussing the Centurian's capabilities, we decided to go to West field one morning. I thought we would experiment with a se-

ries of engines starting with the lowest recommended power, building up to the highest. We prepared for our first flight with a D-11 (engines are rated by letter, i.e. A-1 is smallest and the larger the letter/number the larger the engine, up to E-9 for Estes). The first flight was perfect, but we agreed with the reviews that stated the D-11 engine was under powered; I could almost throw it higher! Next was the E-9 flight. Nice flight up but still not high enough. Mark managed another perfect landing, landing the plane at our feet ready for its next flight. Last flight was with the Aerotech F-12 engine. Again another perfect flight! The F-12 engine gives off lots of black smoke for effect and the increased thrust offered more height and a nicer flight down. According to our club's first rocket test pilot, it's a nice flying steady glider and fun to fly. It was a great RC rocket glider day.

We've been out a few times since then, and experienced a few bumps, like when the engine blew up and melted/burned the bottom of the plane. Then another engine misfire (called CATO's by the rocket guys) which caused some excitement when pieces went flying around the field. Most recently it had a date with a corn stock and is now looking for a service appointment with my workbench.

All in all, it's a great toy, I mean plane, which stretches the R/C concept while providing some great dead stick training.



“Electrifying News”

By Sparky

The thesis of this column is to help us come to a better knowledge of what this **electric flight** stuff is all about. Starting with this news letter and continuing in subsequent news letters, we will try to acquire a better understanding of all the strange information we see published about those electronic goodies we’re trying to use. Electric flight competency for dummies is the name of the game.

Our first order of business in the series will be; **Choosing the right motor to use in a power system.** Electric motors have a wattage rating.

It is this wattage rating plus two other variable we will use to select the right electric motor for our particular application..

Power systems can be chosen based on the type of flying you expect the model to do, and the **all-up-weight** (gross weight) of the aircraft. Sedate flying from a hand-launch requires 35 watts per pound (W/Lb). Taking off from the ground sport flying needs approximately 50W/Lb. For aerobatics and good climb performance 75W/Lb will be needed. Anything more than 75W/Lb should result

in excellent performance (**Great balls-of-fire where did that airplane go!**). Based on the weight of the model and the type of flying desired, the power required in watts can be calculated.

An example may be helpful. Let’s say we’re going be flying a **5 lb sport plane** and want to determine the electric motor needed. (Calculate: $50W \times 5Lb = 250W$) A 250 watt electric motor is required.

Stay tuned-in, and next time we’ll talk about selecting the right propeller for your electric power system.

“Pattern Flying Update”

By Pete Jones

Most of us have joined the Cloud Kings R/C for various reasons although other factors are parts of that equation too. Bruce Ginn, one of our newer members, had his reasons as well. Bruce was in need for a flying field with which he could practice Competition Pattern Flying. The R/C Club that Bruce belonged to has strict rules concerning traffic direction while airborne. For example, during our “Fun Fly” and “Picnic” we follow a traffic pattern for the day to control mid-air collisions. Since our Club does not adhere to that policy regularly it makes for ideal conditions to practice Pattern Flying.

So here comes Bruce with his 90 size Quest from time to time, he would do his preflight, execute the take-off roll, swing around into starting position and perform maneuver after maneuver, day after day.

Earlier this fall I learned that

Bruce was in contention to win in his class for this season and that regard-



less of the outcome it was worth mention in our newsletter, and since, has went on to win. I congratulate Bruce on his achievement and I hope all of you reading this will come out to congratulate him as well. It would be great to see others get into the competition as well. Upon asking him for the result here is what he had to say;

“The final District 1 Pattern contest was held Sept 16/17. Although it has not been formally announced, the dis-

trict president has indicated that I have won the NSRCA District 1 Sportsman Championship for 2006. Points were awarded for first place in contests at Staten Island NY, Utica NY, 2 contests in Sayre PA, and second place in Stroudsburg PA for a total of 44 points. Although this is an entry level class the competition is tough and each pilot has practiced to become proficient in the maneuvers for this class. We had contests in wind and rain as well as some bright sunny days. The bad days just make everyone work harder to fly straight lines and round loops.

In the final contest I moved up to the Intermediate class to gain experience for next year. There were only 2 competitors in this class and the other was the 2006 class champion. Needless to say I finished second. By the way, NSRCA stands for National Society of Radio Controlled Aerobatics.”

Bruce Ginn

