

Prop Kicks



The Official Publication of the Cloud Kings R/C Club Charter Club # 579

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October 2007

Inside this issue:

President's Corner

Gentleman, it's good to be able to report that the Cloud Kings are, and have been, enjoying a great flying season! Plenty of activity is taking place at both Harris, and West Field; with more to come as we enter some of the best flying weather of the year. Don't miss out on what's left of the good conditions!

We had a gang-buster picnic! A great turn out, and Boy-o-boy lots of good food! The ladies really set before us their best dishes, which of course we munched down with appreciation! The flight line was filled to capacity, and flying was only interrupted by occasional breaks for nourishment.

The news is that the Cloud King flyers are headed down the road of electrification; even the Old Timers are getting excited about this new fangled fad. Slowly at first, then more

rapidly, but ever pressing forward, I hear the whizzing of electric motors. It's a neat clean new venue of RC aviation that is begging to be explored. Hopefully, at our next club meeting, to be held October 9th, at West Grove Fire Hall, we'll feature what our members are doing that's new and exciting with electric flight. Don't miss the meeting – this is going to be informative! Everything you always wanted to know about electric flight, but were afraid to ask.

We are planning to revive our Christmas Dinner this year. It's scheduled to be held on December 2nd, at the Nottingham Inn at a cost of \$32 per person attending. Mark this date on your calendar, and plan to attend. Dick Plyler, our MC, always makes this an entertaining dining experience.

Don't forget the Vintage Model event being held at West Field on October 6th & 7th. Some volunteer help would be appreciated, plus this is

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stuff you don't often see except on the pages of modeling magazines. See you there!

the Prez

New Members:

Oliver Robins
Don Ham
Bill Hyde

Next Meeting: October 9th, 7:30 PM at West Grove Fire Hall

Octoberfest Vintage Fly-In: October 6 and 7th at West Field

Prospective members:

Walt Wurst, sponsored by Alvin Johnson
Bill Brueckman sponsored by Joe Hoopes

CloudkingsR/C :Dinner Party Dec 2, 1pm

“Electrifying News”

By Sparky

Ok, all you electronic geniuses out there, let’s talk about how these new-fangled RC electric motors work. I’ve been wondering about that too. So, here’s an attempt to smoke out some of the deep dark secrets going on in the innards of those shiny little cans with a propeller attached to one end, and 3 wires hooked to some electronic glob on the other end.

The first question that comes to mind is, are they *AC* (Alternating Current) or *DC* (Direct Current) devices? Well, the answer is that they are true 3-phase AC motors. On the other hand the *ESC* (Electronic Speed Control) is a DC device, but the current they provided to the motor leads is AC of a sort. This is a point of some controversy, and confusion though. The AC is not the same as

your power line provides*, but alternating in the sense of switching direction or polarity. The ESC manages the DC input voltage by ‘chopping’ the voltage on and off rapidly, and then in a synchronized pulse string providing it to the 3 motor leads in the proper sequence, causing the motor to turn.

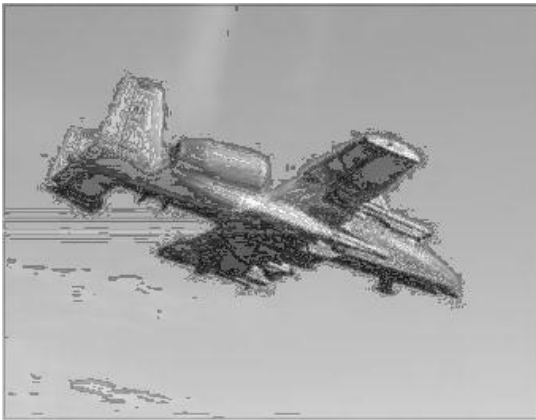
Motor speed is controlled by the ‘chopping’ frequency, which is in turn under control of the throttle position on your transmitter. There is a timing phase involved that is periodic, and at full throttle the complete phase is allowed to pass; as motor speed is reduced less and less of each phase is supplied to the motor thus controlling its speed.

Reversing the motors direction of rotation is accomplished by reversing any 2 of the motors 3 wires, it doesn’t matter which ones.

The current drawn by the motor is a function of the *load* placed upon it (in our case a propeller). Hence, motor current can be regulated by your choice of propellers.

This is a scant attempt to explain a fairly complicated process, but it does open the door somewhat for future exploration.

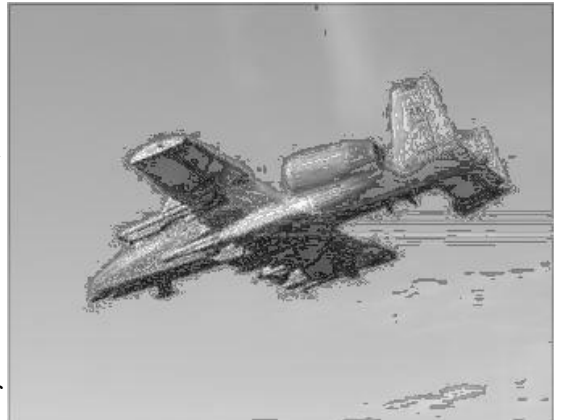
* Although they would be quite happy to operate on commercial AC of the proper voltage.



“R/C Combat “

By Henry Bohe

Have you ever dreamt of flying a combat mission behind enemy lines at 20,000 feet over French cornfields where it was just you and your trusty Mustang against a squadron of BF109s? Or perhaps you



have longed to feel the sting of the crisp morning air against your face as your Sopwith Pup inched its way into the sky as a member of the dawn patrol. Whichever is the case now is your chance to experience your dream. Well, almost. Please plan to attend our October 9th club meeting at West Grove Firehouse where I will be giving out the details of this exciting event.

“CloudKingsR/C Dinner Party”

You are invited to a Party!

It's been about 5 years since we have had a Christmas Party and the thought was that this would be a good time to " give it a go " again.

As a result, I have agreed to schedule and host a party for you and your guest. After much searching, I have discovered that the Nottingham Inn, now open only for special events and banquets, offered a very good value

with a nice setting.

The Party is scheduled for Sunday, Dec. 2nd at 2:00 PM. at the Nottingham Inn at 190 Baltimore Pike in Nottingham, PA.

I have enjoyed hosting this affair in the past and planning is underway to make this an enjoyable event this year before the hustle and bustle of the Holidays is fully upon us all.

The cost is \$32 per person, which the Club may decide to subsidize as we have done in the past. You can sign on any time by calling me at 610-268-2156, or at the October meeting. I will need to give Nottingham a final count a couple of weeks prior to the event. Make checks payable to our Club. I am really looking for a good turnout and hope to see you all there!

Dick Plyler

The Cloud Kings Radio Control Club Of Oxford, PA invite you to

Octoberfest Vintage Fly-In

For all VR/CS and SAM models eligible per Vintage R/C Society and Society of Antique Modelers approved planes lists

October 6 & 7, 2007 West Field, Oxford, PA

- Hosted by the Cloud Kings Radio Control Club <http://www.cloudkingsrc.org> See the club website for maps and directions.
- Planes must meet rules of the Vintage R/C Society <http://vintagercsociety.org> and the Society of Antique Modelers <http://www.antiquemodeler.org>
- Open Flying – 4 flight lines.
- Trainermaster Concours Event – official 2007 VR/CS plane of the year.
- VR/CS Open.
- VR/CS Concours and SAM Concours.
- VR/CS Concours Scale.
- Class III VR/CS Pattern Competition per VR/CS rules (one flight, award plaques to third place).
- Technical Achievement award.
- Entrants must possess current 2007 AMA membership – VR/CS and SAM membership not required to fly.
- Flying field open 9:00AM Friday for early arrivals – NOTE: All I/C engines must have effective mufflers. 2-Cycle Engines 95db at 9 ft. 4-Stroke Engines 100db at 9 ft. SAM approved ignition engines may be used per the discretion of the CD. No limitations for electric power.
- Flying field closed Saturday except for official vintage flying events from 9:00AM to 4:00PM.
- Saturday lunchtime flying demos.
- Field open Sunday to general flying at 9:00AM.
- Camping on site – no hookups.
- Saturday Evening Banquet.

Contest Director: Mike Denest, 610-316-3570, mjd12k@yahoo.com

Headquarters Hotel – The Inn at Nottingham 190 Baltimore Pike Nottingham, PA 19362 (610) 932-4050.

Friday Gathering – 7 PM – Margarita’s Restaurant 4 miles north off US 1 from the Nottingham Inn.

Saturday Banquet and awards – 6:30 cash bar, 7 PM dinner buffet – The Inn at Nottingham.

“Nats 2007”

By Bruce Ginn

After a long uneventful drive we arrived in Muncie Indiana at the home of the AMA on July 16. The flying site was quiet except for the buzz of combat planes zooming around on Site 4 which was to be our home for the next 5 days. I knew that combat was hard on planes but after talking to some of the pilots I found out that most of them don't go to a contest with less than 20 planes. These are mostly cheap throw away planes because midair collisions are plentiful but it is fun to watch.



After setting up the camper we made arrangements for some practice on Tuesday at one of the local fields. Many clubs in the area open their fields to competitors for practice during the Nats which helps keep frequency conflicts at the AMA site to a minimum.

The Nats use 3 flying sites for the 4 classes. Intermediate and Advanced were on Site 4, Masters and FAI flew on Sites 1 and 3 because of the number of entries.

Wednesday we awoke to rain but setup the EZup and assembled the plane, watched the radar and waited with all the other pilots at our site for the weather to clear which it did

around 9:30. Lori wiped the plane off while I got everything ready and out on the line for our flight. I was the second pilot up and fought the wind through the flight while Lori called the maneuvers for me. She worked hard to help me get in the air through the week. The rain continued off and on through the morning but we all got our 2 flights in for the day. This was my day for one of the work assignments and I

had transmitter impound for the Advanced group in the afternoon. All contestants are expected to work or judge at least once during the event.

Thursday was more rain and wind but this is a contest so we waited it out and flew between the showers.

Friday, the final day of flying started out bright and sunny with gusting winds but this is Indiana



after all and wind is normal here. The

first flights went up and I felt like I was chasing the plane for the entire



sequence and getting bounced all over the sky. The final flight was the best of the week with a normalized score of 936 out of 1000, 4th for the round.

Saturday was the finals for Masters and FAI along with selection of the US team which will go to Argentina for the world finals. I was asked to call the maneuvers for the judges during the FAI unknown sequence. The unknowns are developed the night before the finals and no pilot is permitted to practice with a real plane or on a simulator. They can only use a stick plane to figure out the maneuvers. Watching all these exceptional pilots fly a complex sequence they had never flown before and making it look good was an experience and I had one of the best seats in the house.

After the awards presentations, Lori and I headed home. It was a great week and I hope to do it again next year.

“September Safety article”

AGAIN.....

In the waning days of August two incidents occurred where nylon and a carbon based life form met in unpleasant circumstances. The first incident involved a member who received six stitches in one finger and luckily just a cut on his second finger. The second incident occurred to yours truly. I guess the R/C gods were with me, I was very lucky, suffering only two minor cuts on my right middle finger.(Really makes the “Single finger salute” more noticeable... HA).

Both of these incidents were from a momentary lapse in concentration. The first one happened when the member reached from the FRONT of the Aircraft to make a needle valve adjustment. The second, well I’m still trying to figure out. I had started the engine, did my run up, carried the aircraft to the edge of the runway, and turned to pick up the transmitter. After turning back around the engine sounded like it was going to die and for some reason I reached to make a needle adjustment, and the rest is history.

After these two incidents, we decided to look at the first aid kit in the silver box in the pavilion. Pete Jones used the kit a short time ago after his incident. Pete and Marion replaced the items, which they used, BUT when the second incident happened, Pete went to use the kit to help the injured member, but the kit was lacking most of the items, which Pete and Marion replaced.

Now for the soapbox: If you use the first aid kit, **replace the items, which you use.**

All the items found in the first aid kit are available at various stores like Wal-Mart, CVS, Happy Harry’s ETC.

The first aid kit is provided as a nice to have item, but the Club cannot afford to restock the kit when it’s used. Please think about your fellow club members. The next finger you wrap, could be your own! Okay off the soapbox and on to other things.

Now I’m not a doctor or even a paramedic, so please don’t flame me here. **The Very basics of First aid, Put pressure on the wound, keep it elevated above the heart, get medical attention ASAP!**

By the time you read this, there will be a sign posted, the sign is too help you give directions to the emergency responders. The sign will include directions to the field, Latitude and Longitude for the field. The reason for the Lat/Long, is incase a medical helicopter is needed, or some Fire Departments have Global Positioning Systems (GPS) in the vehicles. There was another incident, which drove the thought about the fire department. A member was flying his electric aircraft, which met terra firma in an unkind way. While preparing to recover the pieces, smoke started to rise from the corn. After following the smoke, it was discovered the batteries had started a small fire upon impact. Needless to say the entire aircraft was a total loss. Had the corn been dry, this could have been a VERY large brush fire!

With electrics becoming a larger portion of the hobby, we need to be aware of not only the charging precautions of Li-Po’s, but also what might happen should they meet terra firma in an unkind way.

Till next month.

Takeoffs are optional, Landings are not!

Brian

“Tid Bits”

In one of the new RC supply catalogs for 2008 it seems that some electric motor prices have come down.

Rumor has it? At the Dinner Party see who’s eligible/wins an outstanding achievement award.

At the Field there have been sightings of “Ducted Fan Jets” and rumor has it there are more on the production line!