

Prop Kicks



The Official Publication of the Cloud Kings R/C Club

Charter Club # 579

President: Henry Bohe

Vice President: Pete Jones

Secretary: Tom Lauletta

Treasurer: John Anderson

Safety Officer: Brian Porter

Field Marshall: Bob Fling

Public Relations Officer: Alvin Johnson

Chief Flight Instructor: Bill Vandenberg

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President's Corner

Another year has come around and, like most of us, I am anxious to get out to the flying field and exercise that "rite of spring" known as R/C. Unfortunately we will have to endure a few more weeks of winter before that can happen. But, don't despair. There are many things we can do in the mean time to get our minds, bodies and equipment geared up for the coming season.

When it comes to your equipment I'm certain you all know what has to be cycled, tuned-up, repaired or replaced. If you have questions there are many knowledgeable and experienced resources within our club who are willing to advise or lend a helping hand. All you have to do is ask

When it comes to getting our minds geared-up please think about the activities our club has planned for this year. Fun-fly, Tailgate sale, Combat contest, Club picnic and Octoberfest. Not to mention field maintenance. We need your input as to how we can make these events and activities more interesting and enjoyable for everyone. All you have to do is speak up.

When it comes to our bodies, well, putting it bluntly, we just have to put our collective butts in gear and get it done. All you have to do is volunteer.

In closing, I would like to thank Bill Losey for lending his time and talents this past year as our president. I would also like to thank those who supported me for the presidency. For those that didn't, I hope that through my actions in the coming year I may gain your support.

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"Sale and Auction"

Henry Bohe and Dick Plyler informed to the club, that due to an increase in the hall rental and magazine advertisement fees the Cloud Kings R/C sale and auction has been cancelled. Dick is working on organizing an outdoor tailgate/flea market, sometime in April, at West Field. There will be cost for a parking space/table setup. No flying will go on during the sale. More information will be transmitted as the details are worked out.

New Members:

Dan Crawford

Steve Andrew

Please welcome these new members

Next Meeting: February 12, 7:30 PM at West Grove Fire Hall

Tailgate Auction : To be announced

Prospective members:

Dick Barnett is being sponsored by Bob Fling

Dave Middleman sponsored by Joe Hoopes

“Safety Alert”

Futaba 6EX, 7C and TM-7 Service Advisory

Updated January 30, 2008

This service advisory affects only owners of the Futaba TM-7 module and 6EX and 7C FASST systems. Each FASST transmitter contains a unique eight digit identification code, programmed at the factory to identify the respective transmitter and to allow a receiver to be paired only to that radio's signal. Recently we have learned that a very small number of the TM-7 modules, and 6EX and 7C FASST systems were incorrectly coded with a common code number during the manufacturing process. These units were subsequently sold prior to our awareness of the situation. If two or more units, utilizing this common identification code, were to

be in use simultaneously, they may cause interference with one another. Please note: Units which utilize the correct identification code will not be affected by these units. We're extremely confident that this is not a widespread problem. However, to catch any possible incorrectly coded units in the field and to give you peace of mind that your system is not affected, we have set up test stations at participating hobby shops throughout the country where you will be able to determine -- within a matter of minutes -- whether or not your transmitter is affected, at no charge to you. There are 100 such Test Stations in place now, and the number will be increased to 500 over the next two to three weeks. Please see below for a listing

of these testing stations. Or, if you prefer, you may send it in to our service center and we will analyze it for you at no charge. If any problem is found, it will be replaced. We will gladly pay the postage for returning the unit and sending it back to you. If you have questions or concerns, please do not hesitate to contact our Futaba Service Center at: 217-398-0007 or via email at: service@futaba-rc.com. Our staff is available to you Monday-Friday, 8am-5pm U.S. Central Standard Time.

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“Bylaw Change Proposal”

The following proposal has replaced section 3.4 of the bylaws. Please make note of the change. A vote was taken at the December meeting on this proposal.

Old Bylaw:

3.4 Officer Nomination

Officers for a new year will be nominated at the last club meeting of the previous year. A committee appointed by the club president will nominate the officers, although any club member may also do so.

As Changed:

3.4 Officer Nomination

- Those members who desire to serve as a club officer for the upcoming year must personally submit their name for nomination to the Secretary. No other method of announcing a candidacy will be permitted.
- The nomination period will begin with the October meeting and continue until the first meeting of the New Year.
- At the first meeting of the New Year, after having exercised reasonable care in ensuring that all interested members have had the opportunity to place their name in nomination, the Secretary will close the nominations. No additional nominees will be accepted after the nominations are closed.

“Electrifying News”

By Sparky

You meet some of the nicest people flying electrified planes.



They're always neat and clean and don't have that awful smell about them - not to mention that they're usually the quieter sort. In some circles they're better known as the *battery boys* and they always seem to be talking about some girl named Millie Amp. A very peculiar bunch I'd say, for they seem to spend a lot of time under the hood of their cars fiddling with wires with alligator clips on ends? The next time I see one with his head in the engine compartment I'd better stop and find out what so interesting in there.

I happened to over hear some

of these guys discussing a covert project they were working on, so I turned on my pocket ball-point pen recorder, and caught the gist of their conversation. They were planning to make a high performance flying wing for under \$20!

(Batteries and electronics not included)

Here's their top secret plan. They start with a \$4 purchase of a “*Sky Rider*” 727 foam toy glider with a 4.5 foot wing span. Now don't start using the Z word yet! This wing is a little different, being longer than the Z wing but narrower with an aspect ratio of 8:1. Any S400 series motor will do the job, and a couple of Hitec 81 servos should work

fine on the full wing ailerons (of course your radio will have to provide the mixing). The fixed rudders are placed at wing tips. A variety of colorful tapes are available to add strength and give that finished look. An under-slung pod holds the battery, ESC and radio receiver. If you chose a brushed motor you'll probably want to use a NiMH battery, but if you're using a brushless motor you would no doubt choose Li-Po's.

This project will require a little constructive ingenuity on your part; however, I have included some pictures of the finished product which should clear up most questions that you might have about the general construction details.



“Uproar Electric”

By Pete Jones

A fellow machinist with a desire for flight talked me into helping him set-up a plane. At first we tried an old plane that I had lying around.

This plane turned out to have been damaged many times resulting in a heavy load on the electric equipment. Ron, the machinist, has had many hours flying PS2 war games and he claimed to be able to catch on rather quickly. I loaned him my simulator for a weekend with which he returned with the reply “no problem”. I brought my “Hots” to work with which he had no problem flying so on to build a good plane for him.

After thumbing through many pages of planes he chose the “Uproar ARF” from Tower Hobbies. Having previously decided to go with electric power and the Spread Spectrum radio we chose the Uproar based on the weight for the existing power system. Keep in mind that Tower does not recommend that you electrify this plane due to insufficient room in the fuse area., no problem! we made this work by getting 2 lipo batteries (short) paralleling them in the fuel tank area with ample room for the speed control. All other components fit under the wing with a couple of added holes. After assy. We arrived

at the same problem we all have had... tail heavy.. To counter this issue Ron moved the landing gear forward, extended the motor forward through the mount and we reduced the size of the servos to HS-81s.

Good luck to Ron with his plane!



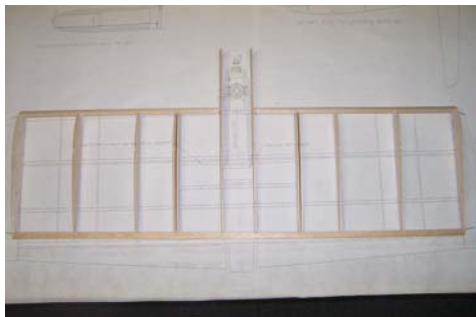
“A Wing and a Prayer”

by John Hoopes

There are many great benefits of being a member of the Cloud Kings. A few of the benefits, besides the excitement of flying, are the camaraderie amongst the members, soaking in the beautiful scenery surrounding the flying field, and breathing the fresh country air. But one of the greatest benefits is watching the numerous different types of aircraft flying at the field.

One particular plane design has caught my attention over the past year. The flying wing, designed and built by Pete Jones, is an excellent flying airplane. The design incorporates agile handling as well as impressive speed. I approached Pete last summer with interest of building my own wing. Pete graciously offered his expertise with the project by supplying me a precut set of wing ribs, the leading and trailing edges, and the plans. The rest was up to me.

The onset of winter and longer dark evenings gave me some extra time to begin the wing project. I set up the plans on my workbench, and laid out the parts. Darn, now what? I soon discovered that building a plane that is



not an ARF, and not a kit, required the tedious, yet fun task of thinking, planning, cutting and gluing. Every part of the wing project had to be custom made!

The first part, thinking, and lots of it. My wife found me staring at the plans and the row (of what she called sticks) lying in front of me for hours. “Leave

me alone, I’m thinking” I said to her. I was contemplating how to design and build the fuselage. It had to be big enough to secure the radio equipment and fuel tank, and support the engine, yet follow the contour of the wing to retain aerodynamics. I thought, and drew various designs, and cut balsa stock, and thought some more, drew, cut, (you get the picture...if you smelled something burning a few months ago, that was my smoldering brain). After many hours, a fuselage



for the wing was designed.

Now how does the fuselage attach to the wing? (Right, more thinking.) The plans suggested two ½” square hardwood struts mounted perpendicular to the fuselage. The struts extend into the wing for structural support, and would also act as a mount for the two standard size servos. More hours of measuring and cutting resulted in a perfect pair of wing struts that extended through the fuselage and attached at each first rib. So far so good.

Now the really tricky part; gluing the parts together. Keeping in mind that everything must line up straight, I built a makeshift wing jig out of scraps of balsa and foam. Then laid out the ribs, leading and trailing edges, and the fuselage, mixed up some epoxy, and glued every joint together. While the glue was curing, I kept a close surveillance of the structure to make sure it did not warp.

The next day, I picked up the wing to check my work. The wing was not warped, but seemed rather flimsy. Pete

suggested that I glue sheet balsa a few inches behind the LE and a few inches in front of the TE. OK, more measuring, cutting and gluing. Success, the extra sheet balsa stiffened the wing structure so it did not flex or twist. I also built two vertical winglets which were installed at the first left and right rib from the fuselage. The ailerons also were built and installed using CA hinges. Custom hatches were also made to enclose the receiver, battery, fuel tank and servo bays.

Time to cover the wing. I had in stock a few different colors of monokote. I mounted an OS.25 engine and a 2 ounce fuel tank. The installed futaba radio is programmed to control the two ailerons, which are actually elevons, controlling up/down as well as turning the model. You can see in the last picture the finished wing. As of this writing, I have not test flown the wing, but I am looking forward to the first flight this spring. (This is when the prayer part comes into play.)

Building the wing from scratch was a lot of work, yet very interesting. It required many hours in the basement, and was worth the time and effort.

Would I build another plane from scratch? Yes, I sure would. This is what the hobby is all about. Many thanks to my project coach, Pete Jones.

See y’all at the field.

John



“Tricks and Tips ”

By Bruce Ginn

When building a new plane whether it is an ARF or kit one of the tasks I have found to be difficult is getting wing and stabilizer squared up with the fuselage. I have tried using strings, steel rulers and a few other ways to setup my plane so the wing is correctly mounted. The tool I now use was developed by Bob Noll of Pro-Built Models and makes this job much easier.

Regardless of how the wing and stabilizer is attached, it should be properly mounted with the wing at 90 degrees to the fuselage. With bolt on wings incorrect mounting stays incorrect until the plane is repaired or destroyed. It is important to mark the fuselage and wing when using rubber bands for attachment so you can get proper alignment at the field every time the plane is assembled and realigned after those less than perfect landings that we all have had.



The idea is measure from a point near each wing tip usually on the wing spar to a point on the center line of the fuselage near the tail of the



plane the same as we have always done but by using 2 rigid pieces we can move the wing into perfect alignment without going back and forth to



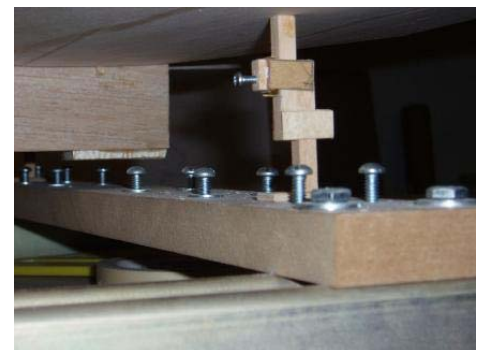
measure and adjust until it is right. The plane pictured uses a 2 piece sheeted wing so I had to locate my wing center line mark by measuring off the wing tube. Be sure the alignment tool is the same distance out from the fuselage and forward from the trailing edge on both sides.

The horizontal stabilizer can be aligned in much the same way. Another tool I use will level the wing or stab with the fuselage. The fuselage is set on the work table with squares to keep the sides vertical and the wing or



stab is set using a pair of telescoping shims.

My alignment tools were built using 1/4" square spruce, 3/4" X 7/8" 1/16" ply, with 4-40 screws to lock the adjustment and will telescope to fit almost any plane I would build. You can use 2 pieces of 1/4" hardwood with holes drilled at each end for locating pins with the same results. When drilling the holes just clamp the 2 pieces of wood together so the holes are the same distance apart.



“Futaba Radio Advisory, cont.”

Precautionary Measures and Information-

It is important to note that the precautionary measures are relevant only to the Futaba FASST items with serial numbers as described below. To determine if your transmitter might be affected, look on the bottom of the transmitter case. If using the TM-7 module, the serial number is located on the inside portion of the module:

6EX: A7xxxxxxx without the "I" (Inspected) sticker

7C 07xxxxxxx without the "I" (Inspected) sticker

TM-7 07xxxxxxx without the "I" (Inspected) sticker

The precautionary measures do not apply to systems that utilize a serial number as noted below:

6EX ALL A8xxxxxxx or systems with the A7xxxxxxx serial number which include the "I" (Inspected) sticker

7C ALL 08xxxxxxx or systems with the 07xxxxxxx which include the "I" (Inspected) sticker

TM-7 ALL 08xxxxxxx or modules with the 07xxxxxxx which include the "I" (Inspected) sticker

As with all radio control equipment, we strongly suggest that you pre-flight your aircraft thoroughly prior to flying. When flying at a location with other FASST owners, prior to flying we suggest that all pilots briefly activate their systems simultaneously to check for any interaction between units. If any interactions should occur, do NOT fly. Return the unit to the Futaba Service Center for immediate replacement.

Each time that your transmitter is turned on, it is imperative that you allow the FASST system an adequate amount of time to thoroughly boot-up completely before shutting down the transmitter. After the battery voltage appears on the LCD, we recommend allowing the system to remain on at least one (1) additional second prior to turning off the power to the transmitter.

If the transmitter and receiver have lost their binding which required them to be re-linked, we recommend returning them to the Futaba Service Center for analysis. This is not expected behavior and should be investigated accordingly.

From the CKRC Editor

You can go to <http://www.futabarc.com> and read the alert in its entirety as well as view the complete list of service centers available to check your radio for you. Also, I have talked to Eric at Extreme Hobbies and he is to contact Futaba in an attempt to get the equipment to check our radios.