

Prop Kicks



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

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Page 1

Inside this issue:

President's Corner

Another year has passed already- where did it go? It's behind us now and it sure did go fast! Too fast for me so I'm looking ahead and there will be plenty for me to do so I better get going. About two months from now we'll just about be starting with the field rolling, followed by a few other maintenance chores. Hopefully lots of people will be out to fly after being cooped up all winter, maybe with something new to fly.

I have two or three building projects in process, on the bench right now is my "Vintage" plane that I had intended to show in our last "Vintage Fly" but I missed the date, due to overtime requirements at work. Then on the building-board will be a Kadet Senior for my wife to fly this year, this is a kit so it should slip right through the building process. In between somewhere I would like to build another "Wing" that is more aerodynamic than my current one. I have my present wing re-powered and it is pretty close to 100 mph; if not faster! After those projects I'll work on an electric powered "Gremlin" that should be a blast to fly. With the electric power and the lighter weight it should make a nice soaring plane too. The wing for it is completed and next I'll redesign the fuselage to be lightweight and aerodynamic so the power requirements are minimized. My plan is to keep it light and give it enough power and flight time to get altitude, shut it down, and let it soar. Enough said, back to the building board, I hope to see all of you out at the field this year, until then- keep building!

Pete Jones

Presidents Message	1
New Members	1
Sale and Auction	1
Meeting Date	1
In Memory of:	2-3
Electrifying News	4-5
Vintage Flyers	6-7
Christmas Lunch Photos	8
Vintage Thoughts	9

"Sale and Auction"

29th Annual Radio Control FLEA MARKET
Lebanon Fairgrounds, Saturday March 14, 2009

9:00 A.M. for General Admission

Admission \$7.00 (Under 12 Free)

7:00 A.M. for Table Renters Only

Open Until 3:00 P.M.

FOR ADDITIONAL INFO. Call Frank (717)412-8579

New Members: Chester Ciesielski

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

Prospective members: Rama Aravind

Tailgate Auction : To be announced

Check Your Emails:

Special February, Valentines "Sweetheart" Event

In Memory of Morris Hess
1949 - 2008



High Flight

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
of sun-split clouds, — and done a hundred things
You have not dreamed of—wheeled and soared and swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air....
Up, up the long, delirious, burning blue
I've topped the wind-swept heights with easy grace
Where never lark nor even eagle flew—
And, while with silent lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

Remembering Bill Vandenberg

1954-2008

Bill, you will be missed, thanks for being there when we needed you! May your skies always be blue, the sun to your back, and the wind down the runway.



It is with deep regret that we mark the passing of Bill Vandenberg. Bill has been an indispensable assist to the Cloud Kings RC Club and over the years has played a major roll in our flight training program. Under his watchful eye young and old alike have taken their first teetering steps along the path to becoming fine RC pilots. Bills faithfulness to model aviation and our club in particular, were well known and admired. Rarely a good day when Bill couldn't be found at West Field doing what he did best - flying models. When such a man graduates to higher planes of light he will be sourly missed.

Every man brings all that is equine about himself to our fellowship, one of a kind, impossible to replace! Bill brought a spirit of life and enthusiasm to the hobby that is rarely found. His exuberance was contagious. Whenever we cast a wistful glance down the flight line we'll be remembering what we've lost, and trying to appreciate more what we have.

Electrifying News

By Sparky

As they used to say when I was a lad, “What’s buzz ‘n Cousin?” Well, the answer these days is plain and simple - its electric motors! Like the popular credit card commercial puts it, “Don’t leave home without one” - on the front of your new airplane that is!”



Now, here’s a little *oomph* to grace the business end of your next 40 size project. It comes from HobbyCity (www.hobbycity.com), and can be purchased for a poultry \$49.95, complete with all the usual accessories (*Pictured below*). Which include a motor mount, 2 prop drive adapter, 3 male & 3 female (3mm) power connectors, and set of assorted screws.

Continued on Pg 5



Motor specifications: (KDA 50-12S Brushless Outrunner)

- Shaft Diameter = 6mm
- Motor Dimensions = 56mm x 49mm
- Weight = 289g
- Stator = Length 25mm, Diameter 42mm
- Kv = 620rpm/v
- Battery = 4-5 Cell Li-Po
- Max Current = 55A
- Max Eff. Current = 20-40A
- Suggested Prop = 13 x 10 for 4 cells & 13 x 8 for 5 cells

If you choose to use this motor then you'll be looking for the right Electronic Speed Control (ESC). (*Pictured below*)

ESC specifications: (Turnigy Plush – 60A)

Cont. Current: 60A
Burst Current: 80A
BEC Mode: Switching
BEC: 5v / 3A
Input: 5.6v-22v
Weight: 60gSize: 80x31x14mm
Cost: \$46.20



VINTAGE FLYERS

By The Old Timer

RC1



Our subject for this News Letter is the RC1. This vintage flyer has been around for a long time, and vaunts an impressive history with early RC flight buffs. We recently saw this bird at our October-fest Vintage Fly-In, which goes t 'show ya those good old designs die hard.

The RC1 made it's début in 1934; way back then the Old Timer was still kick'n slats out of his crib, but some where out there, through the open window, in the not to distant future, he could hear the whine of a Super Cyclone and catch the faint sent of its castered breath. The day of RC flight was dawning!

Chet Lanzo was the father of the RC1, and originally intended it as a free-flight model; however, a new fangled method of remote-control would soon prove that the RC1 was destine for greater things. Lanzo was a man out of time, his experiments with radio control were on the cutting edge of technology in the early 30's.

Continued on page 7

To try to explain his system in great detail would probably be little understood by the present model aviation devotees, but a brief explanation may be of some interest. So here goes:

It seems that his transmitter consisted of a model T spark coil (Vintage 1923) powered by a 6 volt battery; if you ever played with one of these babies you can attest to the mighty jolt it packs! A set of vibrating contacts gets the show on the road. A coil and condenser constituted a tuned circuit for the frequency of interest. Lastly a switch is used as a means of turning the signal on and off. Presto a transmitter! However, this baby spewed out a lot of crap along with the desired signal. (Only one airplane in the air at a time - please!)

The receiver was a very early version of what we know as a crystal radio, but instead of using a crystal diode as a detector it used a device known as a coherer mounted on the firewall. The coherer once excited by the transmitted signal would stay turned on after the incoming signal ceased, and depended on the vibration from the Brown Jr. engine to shake all the goodies loose in the coherer to enable it to receive the next transmitted signal.

So how do we get from the received signal to controlling the airplane? Well me buckos, rudder only was the name of the game! A modified Ford cut-off relay was linked to the rudder to give a right turn against torque when a transmitted signal was present and a preset left turn with no signal. There was no neutral. Primitive to be sure, but it worked!

If your interested in building the RC-1 an old timer in the club has a set of plans (With personal notes hand written on them by Chet Lanzo himself!) Just contact the Flinger for more details.



If you don't like black & red why not try yellow instead!

Our Christmas Luncheon



Vintage Thoughts -By Mike Denest

We'll start off this month with a discussion on the Goldberg Falcon 56, which is the focus of just one of the Carl Goldberg designs that are the theme of the 2009 Vintage RC Society Designer Concours.

In 1962, CG Models introduced the Falcon 56 as a versatile trainer that could be flown with anything from single channel escapements to multi channel reed radios. Powered with a healthy Fox or Veco.19, literally hundreds of budding RC pilots learned to fly on this easy to build and fly model. The design was so successful that Goldberg produced several sizes of the airplane; the 36 inch span Jr. Falcon and 69 inch span Senior Falcon. The basic design also spawned two low wing offshoots, the Jr. Skylark and Skylark 56. There was no Senior Skylark produced but discussion suggests that Goldberg would have produced one if the opportunity had arisen. It is possible that a Senior Skylark kit may become available but in this day of ARF it is a matter of special demand. A variation of the Skylark design is construction as a twin engine model. In the day, twins were few and far between, mainly due to the reliability of engines and radios.

The kit contained just about everything you needed to get flying, except for the covering (silk or silkspan), radio, wheels and engine. The drawings were well laid out, full of instructions, construction notes and flying notes. The wing featured tabs on the bottom of the ribs to aid in construction, which acted as a jig to make sure that no warps were accidentally built into the wing. Once the model was completed, Cg checked, control surface movements were checked and the engine tested, the airplane was deemed ready to fly. Flying a Falcon is easy. Keep it straight on takeoff and climb for altitude while checking the control surface throws were adequate. Level off at the desired altitude, throttle back and cruise easily through the sky.

Early RC Models, a division of Wing Manufacturing has a Falcon 56 and Jr. Falcon kit available, both redesigned to reduce the number of parts, simplifying construction while retaining the looks and feel of the original model. You can see more information at the Early RC Models website, <http://www.earlyrcmodels.com>. I have their Falcon 56 kit and will be getting it on the board as soon as my Ken Willard designed Top Dawg is ready. In a future column, I'll do a build report on the Early RC Falcon 56 kit. You can also find information here on the Falcon: <http://www.carlgoldbergproducts.com/index.html>



VR/CS President Bob Noll's Falcon 56 at Octoberfest 2008.