

Prop Kicks



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

President: Richard Plyler

Vice President: William Losey

Newsletter Editor: Cecil Miller

Secretary: Lief Thomson

Treasurer: Brian Swartz

Safety Officer: William Bruckman

Field Marshall: Rav Crowley

July 2010

Public Relations Officer: Alvin Johnson

Chief Flight Instructor: Mike Denest

PAGE 1

Presidents Message

At this time we have our first two events accomplished very successfully. The Tailgate Sale went well and is bound to grow as we continue to support Henry Bohe in his efforts to improve this event over the next few years. There were some real good deals to be had if you came and participated.

The Club Picnic was well attended and featured a lot of good food, much supplied by all of you. I must say that the Chicken was a nice addition to hamburgers and hot dogs and drew a lot of compliments from those attending. My thanks to all who came and supported this event.

This is our last Club Event until September 11th, when Bill Brueckman will sponsor our second Club fun fly and picnic. This will be followed by the "Vintage Fly In" scheduled for October and sponsored by Mike Denest. This is also a growing activity with lots of Club support to help Mike make it happen.

There is lots of good flying during the summer at our fields and some very popular activities occurring locally. "Warbirds Over Delaware" is one of the finest East Coast events in July and the Bethel antique air show in September, just to name a couple.

Our next meeting is August 11th at West Field.
Hope to see you there.

Dick Plyler

Inside this issue:

President's Message	1
Last Meeting	1
Members	1
Successful Tail Gate Sale	2
Meet Mr. Growns Keeper	3
Clarence "Who?"	4
Coming Activities & Events	5

New Members:

None

Prospective members:

None

Next Meeting:

August 11th West Field

SUCCESS SUCCESS

On Saturday, May 22, 2010, many happy builders and pilots left the Cloud Kings annual “*Tailgate Sale and Auction*” with great buys of kits, built planes, building tools, and plans. Some buyers were burdened down with so many good buys that they had difficulty loading their cars and vans. Free burgers, hot dogs, and coffee were offered to all by the Cloud Kings.

A special thank you for a great job to Henry Bohe and his staff.



Meet Mr. Grounds Keeper

Alvin Johnson at work, keeping the runway and other club grounds neat and trim.

This photograph shows him seeding and fertilizing the East end of the runway, which was graded and leveled this past spring . This added additional length to the runway .

Next time you visit West Field be sure to look around. Surely you have one of the best laid out and maintained RC model fields to fly from in the area.



CLARENCE WHO??

Today, in an age of nostalgia, in an age of vicariousness....at a time of twice-removed excitement and secondhand adventure...some content themselves with retracing the steps of the early explorers, the pioneers, and the pilgrims. It's still dangerous.

Perhaps the Kon Tiki raft was in the vanguard of this movement. Later, others would attempt to ford Bering Strait in a kayak...to struggle across the Pacific in a sampan or an outrigger canoe. And it's still exciting enough so that some are willing to die trying.

One Irish author even attempted to prove that the Irish discovered America, by rowing his way here from there

Now, with people crossing the ocean in hours, we've forgotten the thrill of what Lindberg really did in a highly fallible, one light plane. It just isn't done...even today ... crossing oceans non-stop in a single-engine aircraft. But even after Lindy, many have dreamed of reliving the triumph, his accomplishment.

Now let me tell you about Clarence. Clarence Chamberlin. He too, was fascinated with the idea of crossing the Atlantic solo. And some might say that with the Lone Eagle to show the way that after Lindberg proved it could be done, the flight would be an easy one. *But that wasn't the case.*

Pilot Clarence Chamberlin must have admired Lucky Lindy, because the plane Chamberlin chose was so similar. The engine, almost identical.

Perhaps, in the same way modern-day Olympians take pride in busting past records set, Clarence would go one up on Lindbergh: He'd take off from New York all right....but he wouldn't stop till he got to Berlin.

There was a good deal of excitement connected with his flight plan. Movie rights were already being discussed long before Chamberlin ever left the ground. There was even a discussion as to whether Clarence himself was right for the adventure, because he wasn't "*the motion picture type.*"

Before long, a millionaire named Lavine put up the money, a designer named Bellanca drew up the plans, and an aircraft called the *Columbia* was ready to skim the Atlantic.

Chamberlin got his first good-whether map of Friday afternoon, June 3rd, but a last minute whether check determined that he wouldn't take off till Saturday morning.

There were thirteen 5-gallon tins of gasoline aboard, each to be emptied into the main tank as the flight progressed and then thrown into the sea.

Keeping the weight down was important, but other necessities included, a pistol for firing distress signals, a rubber lifeboat, a flashlight, two vacuum bottles filled respectively with chicken soup and coffee, ten chicken sandwiches, a half dozen oranges, two canteens of water, some army emergency rations, some chewing gum, and extra flight clothes for use at night over the North Atlantic.

Chamberlin worked on his plane in the hanger until 1:30 Saturday morning. He was back in his hotel-room bed at 2:00....left a wake-up call for 3:30... didn't sleep. Had he forgotten anything: Would the good weather hold for the morning: How might Lindbergh have felt, he wondered, just hours before his daring flight?

At any rate, a few minutes after 6:00A.M. Clarence was up and on his way to reliving history. And he made it ... across the Atlantic ... past Paris ... and on to Berlin ... to better Lindbergh's record.

That you've probably not heard of Clarence Chamberlin can be attributed to the fact that his feat had been previously accomplished. That does not diminish what he did. It was still daring, still dangerous and especially when you consider one other factor. Had Clarence Chamberlin been first he'd have been famous. But he wasn't first

His name ... and the nostalgic flight he took ... received comparatively little attention only because another pilot, Slim Lindbergh, had made a lesser flight ... *Just fourteen days before.*

Our Coming Activities and Events

Fall Picnic— Date (to be discussed) Bill Bruckman

Vintage Event— Oct. 9th & 10th - Mike Denest

Christmas Luncheon— Dec. 11th - Dick Plyler

Bethel Old-Timers Event - Oct. 3rd

Contact: Bill Losey or Ray Crowley

Other Planned Events

Liberty Bell Jet Rally

Thursday, Aug. 5th thru Sunday, Aug. 8th

Donegal Springs Airport
186 Airport Road
Marietta, PA 17547

US Air Force Demonstration Squadron “Thunderbirds”

Aug 25th Atlantic City

Sept 4th and 5th Martinsburg, W.VA.

The 167th Airlift Wing, along with the Eastern West Virginia Regional Airport and the United Way of the Eastern Panhandle, will be bringing together some of the nation’s most exciting aerial demonstration teams including the U.S. Air Force Thunderbirds and the U.S. Army Golden Knights.

For more information call 1-304-616-5100