

# Prop Kicks



**The Official Publication of the Cloud King R/C Club**

**Charter Club # 579**

**President:** Richard Plyler  
**Secretary:** Leif Thomson  
**Safety Officer:** Bill Brueckman  
**Public Relations:** Officer: Alvin Johnson

**Vice President:** William Losey  
**Treasurer:** Brian Swarts  
**Field Marshall:** Ray Crowley  
**Chief Flight Instructor:** Mike Denest

**Newsletter:** Cecil Miller

**March 2010**

## President's Corner

The time for more active flying is quickly approaching as the ground has now thawed and is finally beginning to dry out and firm up, but keep in mind that Harris Field may not be available to use yet.

Walter Harris will make that decision when he is certain that we won't make big ruts when driving in. We should take the same precaution ourselves when using West Field.

I had a work session with our Club Leadership Group to discuss the various issues and opportunities that face us in the coming year and I am pleased to inform you that we have agreed on a positive action plan with an estimated budget which will be presented to you at the April 14th meeting.

You will see proposed upgrades to West Field, as well as how we plan to handle increased use of Harris Field in the upcoming flying season.

Activities and Events are being firmed up with sponsors volunteering to lead these events. The Tailgate Sale is being lead by Henry Bohe and is planned for May 22nd. at West Field. Henry is embarking on a three year program to re-energize this worthy event to get more Club interest and repeat participants returning each year. He will be calling some of you to assist him in doing it and your attendance and interest is key also.

I will sponsor our Spring Club " Eat & Fly Picnic " on June 19th at West Field. This will include the usual fine food that is provided, but some low key easy competition for our membership. This is a good time to demonstrate to your guests how well you can fly.( No crashes allowed).

A Fall Picnic is in the planning stage with a Sponsor, who has volunteered. Details to follow.

Mike Denest is again sponsoring the Vintage Fly in Event in October. This is a premier event that is gradually gaining more interest from our members and draws experienced flyers from other states. Mike will be calling for help to stage this activity.

Bill Losey has developed quite a following at his " Mid-week Flyers " weekly events which include either flying at Harris on Wed.& Thursdays or breakfast at a local restaurant when flying is not possible. They are also planning trips to local airfields as a diversion. All members are welcome to join in.

Of course, we are planning a December Xmas Luncheon, which we have had over the past few years and has been quite successful.

As some of you heard, Mike Denest is also in the process of forming an " Instructors Team " to improve our training and effectiveness as we turn new members into good pilots, before they become old members. Some of you will be hearing from Mike as he builds this team.

In closing, I think we are off to another good start for a good year, as in past years. You will, however, hear much more about "sponsorship" which is the key ingredient required to energize something to happen and maintain Cloud Kings as a first rate flying club.

Hope to see you at the next meeting on April 14th at Upper Oxford Municipal Bldg.  
Dick Plyler

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## Charles Robert "Bob" Scott



*Caption:* Members of Wilmington club check out a radio plane. They are President Charles R. Scott, Secretary Betty Cantera and Graham Lomax. *Reference:* "Glenside News" Newspaper, May 10, 1956.

*N/L Editor*—Left to right: Mike Hudak, Bob Scott, Betty Cantera, Graham Lomax, Bill Davis. The above photo was taken during a "Radio Controlled Model" Forum held Saturday evening, May 5th at the Weldon Firehouse Auditorium, Glenside, Pennsylvania.

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*Published: Friday, February 12, 2010 in the Daily Local News* - Charles Robert "Bob" Scott, of Kennett Square, passed away on Monday, Feb, 8, 2010, at Chester County Hospital.... Bob was born April 23, 1927, in Seymour, Ind. He was the fourth of four children born to Gordon and Halle Scott. This is where Bob, at the age of 8, first learned to fly model airplanes, which became his lifelong passion. He started out flying models on strings in a circle until he graduated to radio-controlled airplanes that he had to build first and then fly by remote control. Bob loved flying his model planes more than just about anything. He flew every chance he could. He was a member of AMA, American Model Aeronautics, for most of his life and participated in every contest he could. He held the world speed record for years.

*Photo provided by: Dick Stewart, Contributor*

## THE FLYING MAN

A German civil engineer with an interest in flight, Otto Lilienthal thrilled Europe in the 1890s with his death-defying aeronautical feats. He constructed a series of monoplane and biplane gliders — similar to the hang gliders we know today — and dangled from them in flight, controlling them as best he could by shifting his body to maintain balance. Initially, the athletic German relied on a springboard to launch himself but later he preferred taking off from greater heights, either in Germany’s Rhinow Hills or from an artificial hill he constructed near Berlin. The elegant gliders, most made of peeled willow wands with a waxed cotton covering, achieved distances ranging from three hundred feet to over eight hundred feet during some two thousand flights.

As news of Lilienthal’s spectacular flights spread, people from all over Europe came to watch him soar through the air. And published accounts, — including the feature in *McClure’s* magazine that the Wrights probably read.

But Lilienthal was not simply a daredevil. In 1889, he published a book, *Birdflight as the Basis for Aviation*, which contained extensive data on his research in the effectiveness of various types of wings. The Wrights would rely heavily on his work during construction of their own gliders. And unlike many of his contemporaries who thought flying would be no more challenging than driving a wagon, Lilienthal understood that man must learn how to fly properly if he hoped to conquer the skies by achieving mastery of both his machine and the mysterious medium that surrounded it.

Unfortunately, Lilienthal’s mastery of his own flying machines fell short of the mark and he died tragically in 1896, a day after one of his gliders stalled and crashed. His gallant last words, reputedly uttered to his rescuers when they arrived at his side, were “Sacrifices must be made.”

Lilienthal has originally thought that powered flight could be achieved by devising a craft with flapping wings, but at the time of his death, he was investigating the use of a small carbonic acid gas (now known as carbon dioxide) engine to transform his gliders into actual flying machines. But for the ill-timed gust that killed him, Lilienthal might well be remembered today as the first true flying man.

## Flight Training 101 – By Mike Denest

The flying season is fast approaching so it's time to give your airplane a thorough inspection before you go to the field. Take a look at the flight controls; are the hinges secure, servo connections ok, and any fractures that need some attention? Check the engine and muffler, carburetor pushrod and mounting screws. Is the wing and stabilizer in good shape? Are your radio and electric power batteries in good condition? Fix it now so you can spend time in the air.

I've prepared a document to be used by instructors and students alike. If you desire a copy, send me e-mail and I will send you a copy. It is a syllabus to be used in conjunction with the flight-training book available from the 1<sup>st</sup> U.S. RC Flight School. The book shows you step by step the stick movements necessary to maneuver and control your aircraft. Check it out at [http://www.rcflightschool.com/Solo\\_Manual.asp](http://www.rcflightschool.com/Solo_Manual.asp). It's a good deal for \$24.95 and combined with a simulator, will have you ready for the flying season.

The weather is changing so when Harris Field dries up will be flight-training sessions every Wednesday and Thursday.

Don't forget, if you desire flight training, contact me at my email address [mjd12k@yahoo.com](mailto:mjd12k@yahoo.com) or call me at 610-316-3570.

## Vintage Thoughts – By Mike Denest

As I write this, I'm sitting in the airport terminal at Key West, FL waiting for my flight. I've been traveling a bit for business so I haven't had much time to invest on my Taurus. To give you some background on this particular airplane, it was originally built around 1966, give or take a few years. The original builder never finished it; construction was completed except for a few details and it was put into storage in the rafters of his basement. It stayed there for a few years until he decided to liquidate his collection of models and passed it on to someone else. It was passed around among several owners until a few years ago it was offered to me. Being the greedy soul I am, I put it in my collection of stuff where it resided until the Ed Kazmirski Taurus and Taurus II appeared on Ebay. Several members of VR/CS (myself included) donated to the fund for the Taurus purchase. A successful bid was placed and now the plane resides in a fitting place, the AMA museum to be seen by all.

So, since 2010 is the year of the Taurus I decided to get it off the wall and into the air. I'm going the traditional route of covering with silk, Coverall and dope. I'm also installing a Kraft Series 79 radio and Veco .61 as I think that power is needed to complete that Rolling 8 maneuver.



Taurus assembled for engine and radio installation

## Vintage thoughts Continued



Taurus with Kraft Series 79 two stick radio and Veco .61

The Vintage RC Society promotes the building and flying models designed for radio control. Any airplane that employed radio control and was kitted, published or flown (attested to by the builder) and meets the following classifications is eligible.

There are three classifications;

PIONEER - prior to January 1, 1955

CLASSIC - prior to January 1, 1965

NOSTALGIA - thirty-five years before January 1 of the current year.

Membership in VR/CS is \$20 a year. You receive a bi-monthly newsletter and member access to the plans and newsletter archive on the VR/CS website. Check it out at <http://www.vintagercsociety.org>.

Likewise, the Society of Antique Modelers promote the building and flying of antique era models, both free flight and R/C assist. From the SAM website, "The vintage models flown by SAM members are those designed, published or available as kits during the golden era of model aviation, the decade of the thirties to the beginning of WWII. It was a period when practical model airplanes were developed and made available so anyone could build and fly one and hundreds of thousands did.

SAM calls models from the period prior to 1939, "antique", and prior to 1942, "old timer". They are the basis for good-natured competition in categories from free flight gas, rubber power, and gliders. For the RC enthusiast or for those whose flying field limits free flight

# FREEZE FLY

January 1, 2010



We probably had more members at this event than we have had on perfect days in the Summer. I was told that 23 members were on site before this picture of 17 was taken.

And the winner of the first crash in the new year is:

**2, 9, 12, 12, 2, 18, 21, 3, 11, 13. 1, 14**

It happened about 12:10 pm. January 1, 2010

## Coming Activities and Events

Tailgate Sale on May 22nd. - Henry Bohe  
Cloud King Picnic - June or July - Dick Plyler  
Fall Picnic - Date ? (Need Sponsor)  
Vintage Event - Oct. 9 & 10th. - Mike Denest  
Christmas Luncheon - Dec. 11th. - Dick Plyler  
Freeze Fly - Jan. 1st. (Need Sponsor)

## Other Planned Events

Toledo Sale - April 9th. thru 11th.  
Mike Denest is going and has invited other members.  
Massey Air Museum Trip - April ?  
Contact - Ray Crowley or Bill Losey  
Joe Nall Fly-In - May 8th. thru 15th. -  
Contact - Henry Belfiore  
Bethel Old-Timers event - Oct. 3rd.  
Contact—Bill Losey or Ray Crowley  
Delaware War-Birds - July 9th. thru 11th.

## December 2009 Club Meeting

### New Members:

Henry Bohe - Sponsored by Dick Plyler

### Members Approved:

Steve Howell  
Chad Lester

## February 2010 Club Meeting

### Members Approved:

Henry Bohe  
Mark Liberti