

Prop Kicks



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

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President's Message

Spring is here and some warm days have allowed some flying at West Field. It is a bit rough, but a good rolling in April will take care of that. The toilet is back upright and clean after the strong winds put it on it's side last month.

The Board has met and agreed to a program of events that we would like to pursue this year with your approval and assistance. The first event is fast approaching and that is our annual Tailgate Sale which is scheduled for May 21st and sponsored by Henry Bohe. This sale is growing and Henry will need your help and participation to keep it going. It is possible that the high price of gasoline could keep some attendees away, but, this did not seem to impact the other local sales, they were packed as usual.

I hope that you are staying informed about the AMA's activity to limit the FAA impact on our hobby of recreational modeling and flying. Be sure to read the monthly column by Dave Mathewson in the monthly MA publication. Senate bill S.223 has been approved and sent to the House of Representatives for their action. You may want to contact your Representative to urge it's approval. There is more information on the AMA website.

Speaking of websites, be sure to check ours out. Leif has reworked it, and it is loaded with a gallery of pictures, yours may be there!

Our next meeting is on April 13th at 7:30. It is still at the Upper Oxford Twp. Building. Hope to see you there.

Dick Plyler

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New Members:

Voted In As Full Members — **December's meeting**

Earl McMullen & Wayne Morris

Prospective Members:

Rick Kline sponsored by Ray Crowley

Next Meeting:

April 13th. 7:30 pm
Upper Oxford Twp. Bldg.

No membership for February

HOW TO REPAIR GLOW FUEL SOAKED WOOD

By Ray Crowley

Here is a brief on how to correct glow fuel soaked wood and covering from lifting.

First pick up an aerosol can of a product called “K2R”; check their web-site for where to buy. I got mine at Buck Hardware. “K2R” is sprayed on the fuel soaked wood and allowed to dry. It turns to a white powder. Brush the white powder off the wood. The aerosol can top is a brush. Depending on how fuel soaked the wood is, it may require several applications of “K2R”.

After the fuel is removed from the wood structure it is time to put the covering back on the model.

The best way to get covering to stay tight is to coat the wood with “Coverite Balsarite”. Balsarite is available for fabric covering and film covering. Use the solvent to match your covering.

After trying many other products to clean fuel soaked wood, this is the best process I have used.



Electrifying News

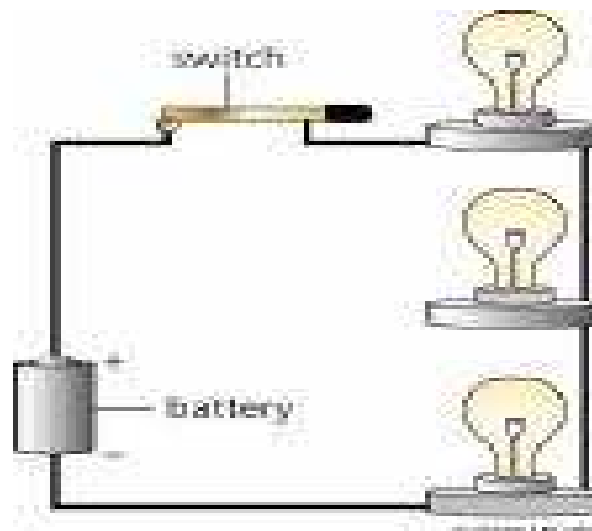
By Sparky

Well I'm back, old Sparkys' been taken a long winters nap and just woke up. So I thought what better way to start the day than to hammer out an article for the club News Letter - so here goes.

What shall we talk about? Hum... How about **VOLTAGE?** Since there's an ever growing interest in electric powered flight let's consider the force that's behind it all. Without Voltage (V), also known as Electro-Motive-Force (EMF) and Electrical Potential (That's what the (E) stands for in the electrical equations.), there can be no movement of electrons, and the electrical circuit is for all purposes nonfunctional. So having said that it should be obvious that: no voltage, no worky!

Voltage is the pump that drives the electrons thru the electrical components that make up the circuit and eventually get the job done. For us the battery provides this electrical pressure (voltage), and also provides a supply of electrons which we recognize as electrical current or Amperes (I or A). Hum, why use the symbol (I) or (A) for current – good question. The (A) obviously stands for Amperes. But what about the (I) - it stands for Intensity.

Now back to voltage, let's see if a simple illustration will clarify the whole matter for us.



Pictured above is a simple series electrical circuit. The battery by means of ical action creates a voltage; it also provides a generous supply of electrons. With the switch open the circuit is broken and the lights are out.

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Electrifying News

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When the switch is closed (as depicted) the circuit is energized, and the electrical pressure in the battery pushes electrons from the (–) terminal of the battery thru the wire downward and then up thru the 3 lamps, thru the switch, and back into the (+) terminal of the battery. I bet you didn't know the electrons traveled in that direction. Its call the *Electron Flow Theory*, opposed to the older *Current Flow Theory* which has the current erroneously going the other direction.

An interesting side note: In the illustration a 1.5 volt battery is assumed, therefore, each lamp would have 0.5 volts ($1.5\text{v} / 3 = 0.5\text{v}$) dropped across it (again assuming the lamps are alike, and have the same internal resistance). Going a step further, if the ampacity of the battery is 0.5 Amps (500 mAh), what will the current flowing in the circuit will be? Now we need to know what the internal resistances of the lamps are. Assuming 10 ohms each we would have a total circuit resistance of 30 ohms ($10\text{ ohms} \times 3 = 30\text{ ohms}$). Now we can calculate to current flow in the circuit using *Ohms Law* ($1.5\text{v} / 30\text{ ohms} = 0.05\text{ amps}$ or 50 mA). Thus the battery could keep the 3 lamps lit for 10 hours. You might notice that although the total applied voltage is divided across the 3 lamps, the full 50mA flows thru all 3 lamps.

I'm sure you got it all, just child's play - Right?

Valentine's Day Luncheon

February 12th

Boy, did we ever have a good time, and a delicious meal. Ray Crowley, acting as the club's official photographer, has provided these pictures of Saturday's Luncheon bash.

Just remember the camera never Lies.

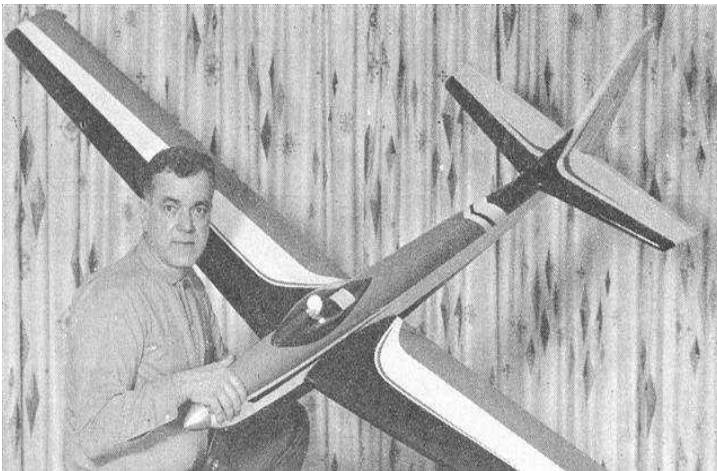
Thanks to all you who attended, and to you who didn't - there's always next year.



Vintage Thoughts – By Mike Denest
mjd12k@yahoo.com

RC Universe has a number of discussion threads on vintage radio control; one in particular is the reverse engineering collaboration to recreate one of the icons of radio control, Ed Kazmirski's SIMLA. This model was ahead of its time, featuring variable wing incidence, plug in wing panels and variable position wing locations. The results of all that hard work were recently published in the March issue of Model Aviation. Check it out; it is a great read both in the magazine and the extensive Taurus thread in RCU.

Kaos, the Super Kaos, Super Kaos 40 and any Kaos that has been scaled up or down. I'm building a 1970 Kaos from RCM plans and a Lazer Works short kit. <http://lazer-works.com/index.html>. So far, I have the fuselage completed and I'm ready to fabricate the horizontal stabilizer. I checked out my balsa stash and found some great 4 to 6 lb. contest balsa. I'm trying to keep the weight up where it belongs, up forward of the Cg. I should have a semi framed up airplane to show at the next meeting in April. Until then, fly vintage.



The Kaos in all its forms is the Vintage RC Society airplane for 2011. This includes the original 1970

R/C Tailgate Sale & Auction

Saturday
May 21, 2011

9:00 AM to Noon

Sponsored By
Cloud Kings R/C



Location: West Field
160 Cream Rd. Oxford, PA 19363

Spaces are provided free of charge

Call ahead to reserve your space (610)732-4100

Food & Beverage will be available for a purchase

Open to sell R/C aircraft and related items

Roving auction will begin at 11:00

No commissions will be charged to seller or buyer

Come out and have some fun

Flight Training 101 – By Mike Denest mjd12k@yahoo.com

“Hey gang, you know what time it is?” Yes friends, the new flying season is almost here and it’s time to spend a few evenings doing a preflight on your flying machines.

Here are a few tips of things to do before you make that first flight of the year.

1. Weight

- Is the model too heavy?

2. Balance

- Is the center of gravity (fore and aft) within the range shown on the plans?
- Is the model balanced side to side? (right and left wings of equal weight)

3. Alignment

- Are all flying surfaces at the proper angle relative to each other?
- Are there any twists in the wings? (other than designed-in wash in or wash out)

4. Control surfaces

- Are they all **SECURELY** attached? (i.e. hinges glued, not just pushed in)
- Are the control throws in the proper direction **AND** amount? (usually indicated in the plans)

5. Control linkage

- Have all linkages been checked to make sure they are secure?
- Are all snap-links closed?
- Have snap-links been used on the servo end? (They are more likely to come loose when used on the servo)
- Have all screws been attached to servo horns?

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2. Engine and fuel (if applicable)

- Has the engine been thoroughly tested?
- Are all engine screws tight?
- Has the engine been run up at full throttle with the plane's nose straight up in the air? (To make sure it won't stall when full power is applied on climb out)
- Is the fuel tank level with the flying attitude of the plane?
- Is the carburetor at the same height (not above) as the fuel tank?
- Is the fuel tank klunk in the proper position and moving freely?

3. Radio

- Has a full range check been performed?
- Has the flight pack charge been checked with a voltmeter?
- Have the receiver and battery been protected from vibration and shock?
- Is the receiver's antenna fully extended and not placed within a fuselage with any sort of metallic covering?

After repair

The checklist should be gone through again, with particular attention to the areas that were worked on or repaired.

Before EVERY flight

1. Start the engine (if applicable) and test the entire throttle range. Run it at full throttle with its nose in the air for 15 seconds or so.
2. Check the receiver flight pack with a voltmeter to ensure enough charge.
3. Check the control throw direction for all surfaces. It's very easy to do a repair or radio adjustment and forget to switch these.

Flight training is available for new members. Contact me and we will get you scheduled with an instructor

SUGGESTED CHANGES TO OUR

By-Laws and Safety Rules

3.7 Resignation

Any club officer wishing to resign his office before a full term shall submit a formal resignation in writing, thirty (30) days prior to leaving. **The vacated position will be filled by appointment by the remaining club officers, and the appointed replacement will serve until the next regular election.**

4.3 New Member Process

• No applicant will be considered for membership unless a vacancy exists on the club roster. If no vacancy exists, applicants will be placed on a waiting list in the order that their applications were received. When a vacancy exists, the applicant will introduce himself/herself to the club at a regular club meeting, at which time the applicant will provide proof of AMA membership and will be assigned a sponsor.

Probationary membership will be granted to the applicant following an affirmative vote by the membership in attendance at the meeting and payment of the required club dues.

• **Full membership is granted after a probationary period of not less than 90 days, and with the recommendation of the applicant's sponsor and affirmative vote by the membership in attendance at the meeting.**

• **It is the duty of the sponsor to ensure that the new member learns the club and field rules and to act as a mentor and advocate for the new member.**

• If a new applicant cannot make the meeting due to work schedules, this applicant will meet with members of the executive committee. The executive committee will report to the membership at the next meeting to recommend or not this applicant for membership. The prospective member will be assigned a sponsor, voted upon, and probationary membership is granted after receiving a majority vote and payment of regular club dues. The new member will be placed on 90 day probation, with the sponsor, or any member, reporting to the executive committee if the member should be cleared of probation or not after the probationary period.

4.4 Returning Members

If a regular member in good standing allows their membership to expire and later wishes to renew their membership with the club, they may do so as long as there is a vacancy in the club roster. The returning member must pay club dues for the full year regardless of when they re-join, but will not be subject to the new member process.

5.0 Field Safety Rules

5.3 Frequency control will be regulated at each field. Appropriate frequency pins must be clipped to transmitters when in use.

5.4 No transmitter may be operated without the frequency pin except those operating on the 2.4Ghz band.

For Sale

Bloody Mary

“Thermal”

By - Kavan

Span 56.9”

Assembled and Installed with Servos & Motor
Needs - Speed Control, Battery & Receiver

Alvin Johnson (717) 529-2973

\$115.00
