

Prop Kicks



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

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May 2011

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President's Message

I know that we always complain about the weather, but this spring has been about the worst I have seen for rain and wind. It has kept a lot of hearty flyers on the ground. I hope that as the days get longer, we will get some quality flying in.

I have heard the rumor that our sound standards have been changed. This not so, although we did discuss changing to 98 db at 25 feet, we never voted this in as a standard. We still have 95db for two stroke and 100 db for four stroke engines.

Gas powered planes still need to be evaluated on any given Saturday by our sound committee. They can give the OK to fly with a gas powered engine. The committee consists of: Earl McMillen, Alvin Johnson, Bill Losey, Jim Davenport, and Bob Fling. You should contact any member that you want to have a plane checked out and they will convene at least 3 members to give you an evaluation.

The Club tailgate sale is over now and met with limited success. We had good support from Club members, but needed to have a lot more buyers coming to spend their money. Henry, as always made the most of it with the auction part, but it was a buyers market. My thanks to Henry and all those who were there to assist and to also sell their goods.

The next event is just around the corner-Our Spring Picnic scheduled for June 18th. I will be hosting this and invite all of you and your guests to this picnic. Plan to get some flying in also. More on this at our Club Meeting on June 8th at 7:30pm. I hope you will plan to attend this meeting and bring your latest creation.

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New Members:

None

Prospective members:

None

Next Meeting:

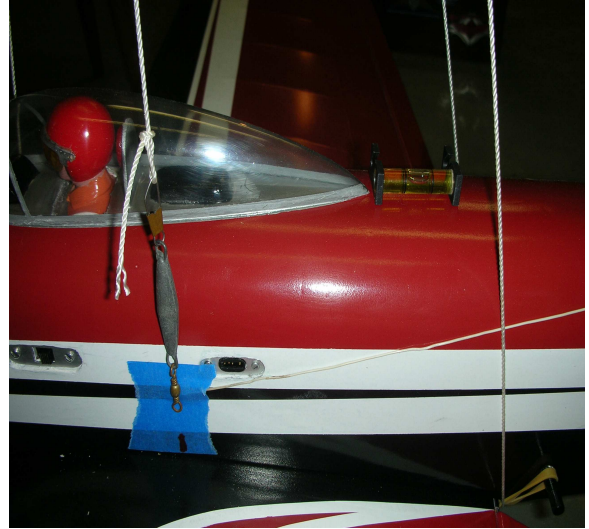
**At West Field
Wednesday
June 8th, 7:30 pm**

Vanessa Cg Rig – by Mike Denest

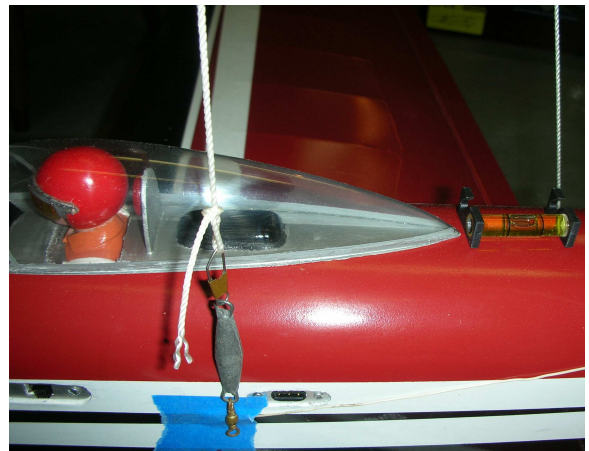
I was searching for a good way to determine aircraft center of gravity and found a discussion thread on the Vanessa Cg rig on RC Universe. I printed the pictures posted in the thread which described how to make and use the rig. In a few hours, I had a useable tool put together for checking the Cg of my Taurus. Following the directions, I was able to determine the Cg in a few minutes. This is a great idea; it is effective, it is easy to use, works on any airplane and works great. I assembled mine from some scrap materials I found in the shop.

The complete thread can be found at:
http://www.rcuniverse.com/forum/m_708060/tm.htm

Here are some photos of the Taurus suspended in the rig.



Fishing weight pointing to the Cg with the bubble level centered.



View with the bubble level centered and Cg aft.



Taurus a few inches off the ground

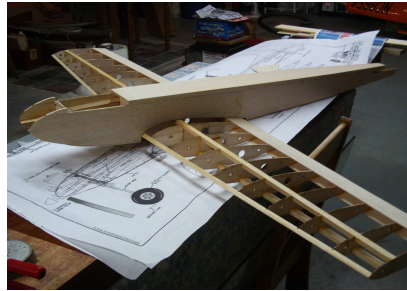
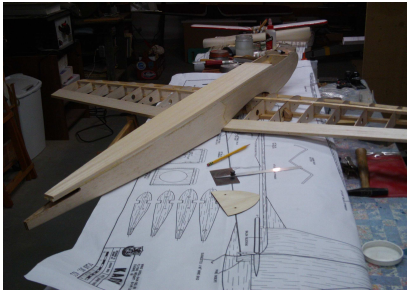


The balance tool

The flying season is finally here. Bill Losey just sent some pictures of the field rolling and the place looks fantastic.

The Kaos is still under construction; it just seems that sometimes I can't get enough time to spend on it. The fuselage and tail framing is completed and the wing is being sheeted. Soon I'll be able to get some pictures of it on its feet, er wheels.

Here are some pictures.



Here's a placard seen in a homebuilt at Oshkosh.

Achtung!

Das machinen is nicht fur gerfingerpoken und mittengraben. Is easy schnappen der springenwerk, blowenfusen und poppencorken mit derspitzensparken. Is nicht fur gerwerken by "Dumbkophen". Das rubbernecken, sightseeren keepen hands in das pockets. Relaxen und watchen das blinkenlights.

Until next time, fly vintage.

Flight Training 101 – By Mike Denest

In the course of building and flying model aircraft, tools used for construction and maintenance come in different varieties and types. Here are some suggestions for some of the things that will help you to build better models.

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. It will also remove fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh ****"

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until they melt.

PLIERS: Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER: An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS: Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

BUTANE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire.

TABLE SAW: A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

BAND SAW: A large stationary power saw primarily used by most shops to cut good balsa and ply wood sheets into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

PHILLIPS SCREWDRIVER: Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER: A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR: A tool used to crumple anything surrounding that thing you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to make hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE: Used to open and slice through the contents of kit boxes delivered to your front door.

Why our Sport is Dying

By Clarence Ragland, Lockport, New York

*Another beginner quit the other day,
When he stopped coming, I cannot say,
I guess I should feel sad because he's not here,
But I can't seem to muster up any good tears,
All good fliers are still having fun,
Flying their planes and enjoying the sun.*

*There are some beginners waiting to fly,
They seem unhappy, but I can't understand why,
They expected help when they first got into the sport,
Instructors can't help it when we keep coming up short.*

*We're volunteers right from the start,
We're helping only out of the goodness of our hearts,
Beginners should be happy that we accepted them at all,
But we don't have to jump if they should call.*

*Our system works for those who know how to fly,
Now that he's gone, I'll have a good outfit to buy,
One less beginner for me to train,
One less beginner who'll never learn.*

*Another shop owner closed his doors the other day,
It's all his fault, his prices were too high to pay,
Mail order was much cheaper you understand,
It's not our fault he was a poor businessman.*

*One less beginner who isn't around,
He disappeared one day; he left without a sound,
We said it would be hard: learning was tough,
We can't help it that he didn't have the right stuff,*

*We lost another flying field just the other day,
What the problem is, I cannot say,
One less beginner to worry about,
I have no idea why he dropped out.*

*One less beginner who felt he got burned,
He said it's our fault and we'll never learn,
I know that we're not doing anything wrong,
He took up too much of my time, and I'm glad he's gone,*

*No one will miss him: there's more beginners to come,
He was one less beginner: only just one,
I got the news that our flying field was to close,
It was between us and a golf course: guess which one they chose,
One less beginner, could that be the reason why,
Now just like the beginner, I have no place to fly!*

Electrifying News

By Sparky

Heard a knock at my door this morning, and it was Lefty. Lefty's one of our local RC club members. He extended his left hand; he always keeps his other hand hidden in his right pocket. It seems that Lefty had a mishap at the flying field sometime ago that left his right hand somewhat the worse for ware by an encounter with a snarling propeller. He never wants to talk about it, so we just act like we don't notice that he's a lefty now. It's like they say, stay alert and you don't get hurt - right?

Anyway, we haven't electrocuted anyone *yet*, but it sure is easy to inadvertently turn on your electric motor just at a time when you're not prepared for any action on that end of the horse. Then away it goes – a flying buzz-bomb streaking around your shop or off the test stand with an unsuspecting onlooker in the cross-hairs. I don't know which is worse, but both can be equally lethal, and we don't need another Lefty - right?

In case you haven't guessed the subject this article is **safety** when mess'n around with electric powered airplanes. Listed below are a few suggestions that may save you some embarrassment, and/or pain. We want to avoid those trips to the Jennersville Hospital – right?

Safety Tips

Always start your testing of a new electric flight package with the model fastened securely in place.

Start the test without the propeller attached to the motor. A piece of tape on the motor shaft will help determine the direction of rotation.

If the motor turns in the wrong direction, simply reverse any 2 of the 3 wires from the ESC (Electronic Speed Control) going to the motor.

Usually the motor controlling servo (servo 3 for Futaba radios) will need to be reversed when setting up your radio transmitter. (With the possible exception being when DC series brushed motors are used.)

Always make sure the throttle stick is in the off position before turning on the transmitter.

A simple rule of thumb is: Turn on the transmitter first, before connecting the battery, and turn it off last after disconnecting the battery. (*Transmitter: first on – last off*)

Li-Po batteries should be removed from the airplane before recharging.

Under no circumstances leave the battery connected to the flight system when not in use. (Can you say, “RIP ☩”?) Batteries should be stored in a safety container until needed. (An old ammo box insulated with foam seems to be the preferred storage and transportation arrangement.)

It's a good idea to use an inline amp-meter to adjust the proper load on the motor. Choosing the right propeller diameter and pitch will affect the amount of current the motor draws. We would not want to give the motor or the ESC the **hot-foot** – would we?

If you're recharging you Li-PO's off you vehicle's battery it might be a good idea to carry a set of jumper cables – right?

A little caution makes electric flight much more fun!

“A WORD TO THE WISE IS SUFFICIENT”

An Open Letter From Alvin

As field grass mower, I ask members to please refrain from leaving broken props on runway or in the pit area. These objects become projectiles when picked up by mower blades. It’s obvious that a person could lose an eye, if struck.

Another less *“Left On The Field Item”* are chairs. If someone leaves a chair not stacked in the pavilion, high wind gusts can tumble it into the pavilion or fence posts, often breaking said chair. We have had to trash several in the past.

Thanks: Alvin