

PROP KICKS

Cloud Kings R/C Club, Oxford, PA



AMA #579

CLOUD KINGS RC CLUB IS 45 YEARS OLD

Bill Brueckman - President
Kenny Sumner - Vice Pres.
Leif Thomson - Secretary
Brian Swarts - Treasurer

Newsletter
Summer 2019
AMA Message
S-B-F Event



Return to Flight
Hawksky Build
IMAC
Challenge

The FAA issued an Interim Final Rule that will require drone pilots and model aircraft pilots to display their FAA-issued registration number on the outside surface of their aircraft. The rule took effect on Monday, February 25, 2019, which means the markings must be in place for any outdoor flight beginning on that date.

Although most AMA members already have their FAA registration number posted on the outside of their aircraft, AMA will be submitting comments to the FAA requesting a waiver process for those who might be burdened by external markings, such as members who fly scale replica model aircraft. Most importantly, this rule does not change the original acceptable methods of external marking, nor does it specify a particular external surface on which the registration number must be placed. The requirement is simply that the registration number must be seen upon visual inspection of the aircraft's exterior.

As you know, the registration requirement is not new. Congress reinstated this requirement in December 2017 with the passage of the National Defense Authorization Act. Although this rule was flexible and allowed the registration marking to be placed in an enclosed compartment, law enforcement officials and FAA partners have expressed concerns about the safety risks a concealed explosive device could pose to first responders when opening a compartment to find a registration number.

If you would like to submit your own comment on the Interim Final Rule, simply visit www.regulations.gov and search for "RIN 2120-AL32." You can also visit www.faa.gov/news/updates/?newsId=93045 to learn more. The deadline for public comment ends on March 15, 2019.

If you are uncertain if you have a valid FAA registration, you can access your FAA account at <https://faadronezone.faa.gov/#>. This site will allow you to view your personal FAA registration number and expiration date. We strongly advise you to avoid registering your model aircraft anywhere other than the official FAA website. If you register under Section 336, there is a \$5 fee for a three-year registration, and hobbyists receive one identification number for all of their aircraft. Please be aware of unofficial registration websites that charge exorbitant fees or require separate registration fees for each recreational aircraft.

We continue to work closely with the FAA to determine the best path forward regarding recreational UAS operating requirements. We have already received numerous questions from our members and have posted the most frequently asked questions and answers below. As always, thank you for your continued support, and please reach out with any further questions or concerns at amagov@modelaircraft.org.



President's Bench

After a hiatus of over a year we now have our News Letter back. One of our new member Kelly Joyce has agreed to take over the Editorship. Kelly would like any and all airplane articles, building tips, photos etc. Emailed to him at: kellyjoy45@gmail.com

Johnson Field is in great shape it has been rolled, grass is cut. Our paid up membership is 45 members, where is everybody? Wednesday mornings has the biggest turnout of Plots 5 or 6. Come on guys let's get out there while the weather holds.

Buddy Harlan is planning a Friday night hotdog night, I will Email club members when the date is set.

That's all for now, see you at the field.

Club Announcements

1. The next Club meeting will at 7:00 pm, Johnson Field on the second Wednesday - August 14th.

2. The Club picnic will be held on Saturday, September 7 2019. It will be at Johnson Field, and we hope you will bring your own covered dish to share with the fellow club members and families.

Notice: Please stack all plastic chairs in the pavilion. Stacked chairs will not blow away from the wind. A single chair can end up in the crop field and get run over by the combine. It's happened!

Alvine E. Johnson

SELL - BUY - FLY EVENT



Text Box



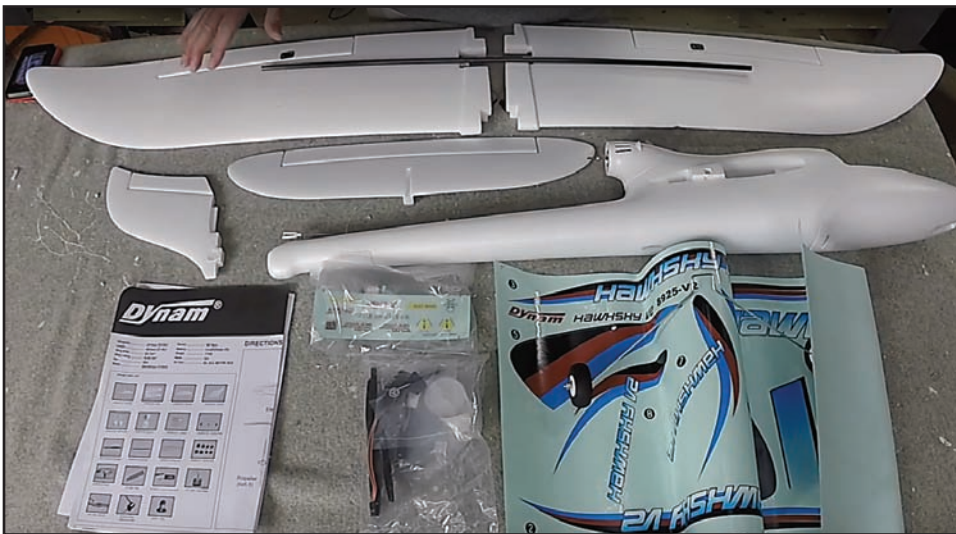
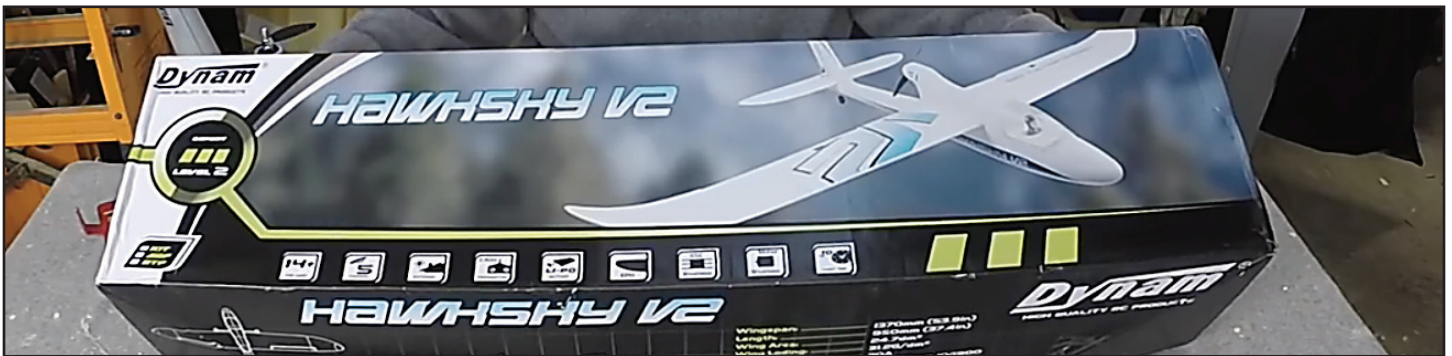
A Newbie At 73

Allow me to introduce myself, my name is Kieran Joyce. Most people call me Kelly... it's a long story. I'm the new Publisher of the "Prop Kicks" newsletter. Notice I said publisher, not writer or editor because I will need people to contribute stories and pictures if the news letter is to be successful and representative of the Cloud Kings R/C club.

I return to this hobby late in life, since it's been almost 60 years since I've made or flown a model airplane. Back when I was a teenager, it was covered balsa skeletons with small gas engines. I only knew how to do U-control planes, since radio control would have been a lot more expensive and complicated. Today I can buy a EPO Foam airplane, powered by an electric motor that is almost ready to fly. The electronics are simple and efficient, and as an adult aren't all that expensive.

I realize that If I were a purist, I would have to build my models from scratch. I would power them with a two-cycle or four-cycle gas engine, and cover them with modern plastic coverings. That may happen sometime in the future if I live long enough and actually learn how to fly well enough, but right now I just want the experience of getting my model in the air and bringing it down in one piece.

To that end, I have embarked on the assembly of one of the easiest trainers on the market... the Hawksky V2. This article shows how simple a modern day model airplane is to complete and make ready for flight.



I found everything I needed in the box, except the receiver and battery.



The wings actually clip into the fuselage, and the control horns and servos were mounted on the ailerons.



I chose to use a glue gun on the tail section instead of the supplied glue. It seemed easier and stronger.

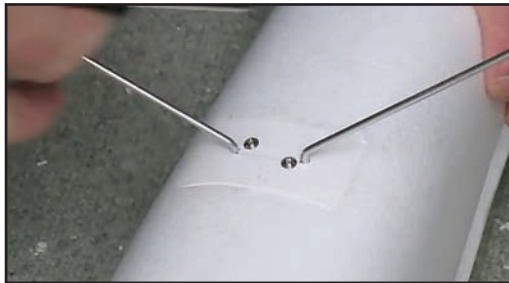
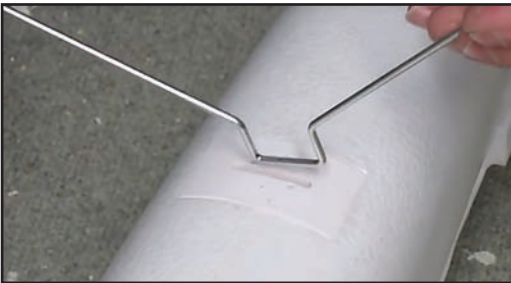


Installing the propeller and spinner were straight forward and easy.



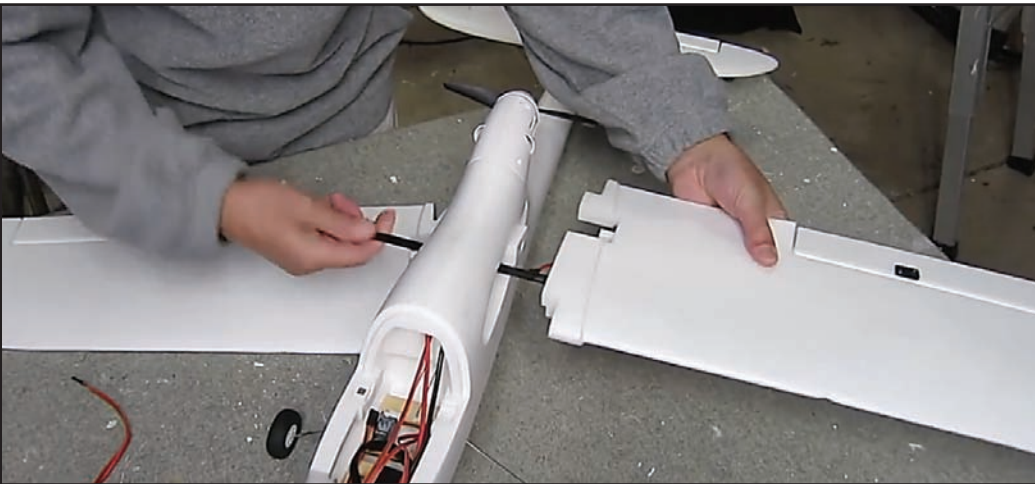
The (ESC) Electronic Speed Controller was already connected properly so the rotation of the propeller was correct for the pusher location on this plane.

I setup an engine kill switch on the transmitter so the motor wouldn't accidentally run.



The main landing gear was next. It was inserted into the slot provided and held in place with two screws.

I next installed the tail wheel which was also held in place with two screws.

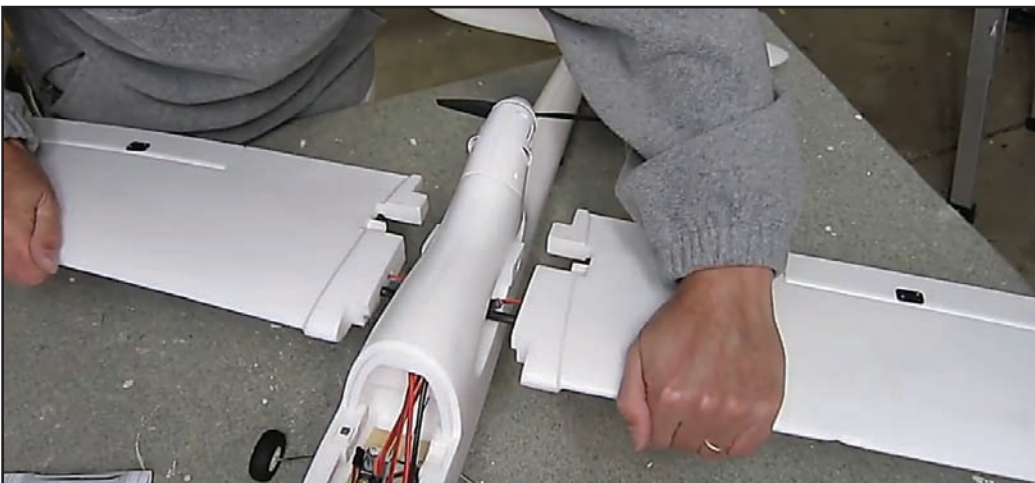


Installing the wings are easy and straight forward. A rod is inserted into the one wing and the "Y" extension is connected to the servo wire installed in the wing.

The same connections are made on the other wing and pushed together, making sure that none of the wires are crimped in the process.

The wings are fully installed and secure when the clips connect to the fuselage.

The Y extension is pulled through and all the servos are plugged into the receiver.





Finally the Pilot is glued in place and the canopy glued to the electronics hatch.

The finished plane was ready for flight.



Shots From The Field





These are pictures from the field that Rich Kline sent.

- 1) Kenny Sumners Hanger 9 Ultra Stick 30cc plane.
- 2) Kenny Sumners Stinson Reliant.
- 3) Bill Brueckman's P-51
- 4) Rich Kline's Valkyrie. E Flight 40 motor and 4s 5000 battery. Rich built the Valkyrie last year. He also has Sr. Telemaster, Kadet Senior and various old timers; all scratch built. Rich is one of only 4 original members of Cloud Kings from back in 1983.

Lums Pond IMAC Challenge

On July 26 - 28, the Delaware RC Club held a fixed-wing aerobatic competition focusing on precision flying. I didn't know much about it, and I didn't bring a camera with, but I took some pictures with my phone. I couldn't capture any aerial shots, but here are some static pics of planes on the ground.

