

# Prop Kicks



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

**Charter Club # 579**

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**Vice President:** Bill Losey

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**Field Marshall:** Bob Fling

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**Chief Flight Instructor:** Mike Denest

**PAGE 1**

## President's Message

Greetings All,

We're off to a splendid start this flying season with a few touch-ups at West Field. Field rolling, some stone for the pavilion to get our feet out of the mud, and some touch-ups to the drive-way were all done this spring to make flying there more pleasant.

Last evening while I was bringing the web-site up to date posting the schedule, I wanted to take this time to explain it in more detail. My objective this year was to try and have an event each month for the purpose of bringing us out more often. We didn't quite achieve that goal but we're close. I want everyone to try and get out more to enjoy the privileges you have paid for, and the comradery of others. If you're not interested in flying then come on out and enjoy a nice meal and just sit and watch, there is always something interesting happening at the field.

The Valentines luncheon is over, but it was a fun event for all who attended; and several people think we should do something like it again - soon. Perhaps we can work something in. I'm always open for suggestions!

The Tailgate Sale is coming up soon so come on out. There are usually lots of bargains to be had, or you can set-up and sell off the old to buy something new. See our web site for more details.

We decided to have something a little different this year to substitute for our annual Fun-Fly; this will be something like the club picnic but with everyone bring a covered dish (some to bring a meat dish). If you intend to bless us with your wonderful company give me a call and I'll help you decide what to bring and/or let me know what you intend to bring. We'll start at 10 am and plan to eat at noon.

Then in September, in the same time frame will be the regular club picnic where Cloud Kings will supply burgers dogs, and cold drinks, here, just bring a covered dish and/or dessert (no meat dishes this time).

The *Octoberfest* (our annual Vintage flying event) is being planned again this year and if you haven't been to one of these it will be an event like you have never seen before. There will be competition for planes from the beginning of RC up until around 1973 vintage aircraft, also including period engines and radios.

To finish off the year we'll have our Christmas luncheon again in early December. This is a wonderful time with plenty of prizes for all.

Pete Jones

## Inside this issue:

### President's Message

### New Members

### Next Meeting

### Up Coming Events

1

### The Vintage Flyer

2-3-4

### Flight Training 101

5

### Vintage Thoughts

6-7

### Electrifying News

8

### A Different Flying Machine

9-10

### Receiver Safety Warning

11

### Open Letter from "Alvin Johnson"

12

### Fling's Museum

13-14

## New Members:

None

## Prospective Members:

Walt Faulkner - Sponsored by  
Bob Fling

## Next Meeting:

June 9, 7:30 pm at West Field.

## Up Coming Events:

- June 9 Membership Meeting: 7:30 pm (West Field)
- June 20 Club only Fun Fly & Covered-Dish Outing. 10 am
- June 27 Rain Date for Club only Fun Fly.
- Aug. 11 Membership Meeting: 7:30 pm (West Field)
- Sept. 12 Club Picnic - Covered Dish + Dogs & Burgers
- Sept. 19 Rain Date for Picnic.
- Oct. 10 & 11 Octoberfest Vintage Fly-In.
- Oct. 14 Membership Meeting: 7:30 pm place to be announced
- Nov. 7 Shue School R/C Flea Market (date approx.)
- Dec. 5 Christmas Luncheon: (1 pm cocktails, 2 pm lunch)
- Dec. 8 Membership Meeting: Election of Officers 7:30 pm

## *The Vintage Flyer* *By the Old Timer*

*Thinking of yesteryear a wonderful vision of a great vintage bird comes to mind, and pen. It's the celebrated **Red Zephyr**, and the Old Timer was lucky enough to spot one at the last Lebanon Flea Market. The price was a little rich for the old mans pocket-book, so I left her right where she was. However, it did prompt me to feature it in this addition of Prop Kicks. You say you never heard of it - then read on. For those who may have never seen one before check out the pictures below.*



With it's tip dihedral and long fuselage the *Red Zephyr* is a little different design with plenty of character all of it own . The *Red Zephyr* was originally designed by Herb Greenberg in 1937 (Yah, the Old Timer was but a scant 5 years old then). It featured a flat bottom wing and large elevators which makes it another old timer that can handle windy conditions.

Ben Buckle kited this airplane, so if you ever come across one of the kits - ya, better grab it! Also, plans are still available from Bill Northrop's Plan service.

*Some details of interest*

Wing span 72" (1829 mm)

Engine size .40 2-strokes, .48 4-stroke

Radio - 3 Channels



Unless you have keen powers of observation you may not have noticed that the model pictured is electrically powered - hum, seems everybody do'n it these days, even the would-be old timers. If this kind'a power plant has a special appeal to you, you might want to try using a **TURNIGY C4250-700** motor from Hobbycity for around **\$30.00**.



*The End*

## Flight Training 101 – By Mike Denest

Flying is a learned art. - it is not something that will happen overnight in your sleep. For the new RC pilot, learning to fly safely is a requirement. It takes time to build the skills necessary for enjoying a successful weekend flying session. Every flight is a practice flight, applying what you learned from the previous flight to the next one. Books and simulators help accelerate the learning curve but actual flight practice blends it all together.

Learning from a book helps but a practical application must be made. Simulators greatly accelerate learning the motor skills necessary for safe flight. Crashing with a simulator will certainly save your model for a day's flying not to mention less costly. I highly recommend first "flying" with a simulator if possible. It helps to develop motor skills and you can set up the program to represent your trainer. There are a number of them available commercially so purchase the one you think best suits your needs but is not absolutely necessary. Learning to fly will be done with an instructor and you. Your transmitter will be connected with a "buddy cord" that will allow the instructor to take over if necessary. Each flight will be a review of the previous one and lessons learned will be applied.

The Cloud Kings RC Club offers a training program that can adapt to the student while maintaining consistency. Flight instructors authorized by the club to teach the art of flying to anyone who desires it are developing a curriculum that will teach each student the same way. Although each student will progress at a different rate, all will learn the same methods and techniques that make the difference between an enjoyable day at the field and a disaster. One of the better books available is the RCM Flight Training Course, available from RCM Publishing for \$14.95 plus shipping. I highly recommend that each student purchase a copy of this book. It not only gives the student an outline of flight training but also goes into great detail on flight preparation, building, tools, radio operation and flight theory. The web site is <http://www.rcmmagazine.com>. 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.

-By Mike Denest

1962 was a big year in R/C model aviation. That was the year that Ed Kazmirski's Taurus hit the R/C aerobatic scene. Why was the Taurus such a trendsetter? Most pattern models flown were still offshoots of stable, high wing designs that could be flown through easy maneuvers but still retain hands off stability, the most notable being Fred Dunn's Smog Hog, which was considered to be THE contest ship in the late 1950's. It was a high wing design with a semi-symmetrical airfoil that would allow the model to perform the looping and rolling maneuvers that were on the maneuver schedule for 1957 and 1958. Limitations to the model were that it must be built as light as possible as the radios of the time could weigh as much as the airframe. Power was limited; the largest engine available for R/C at the time was the K&B Torpedo Greenhead .35. Their .45 was not yet released on the market. The Smog Hog could be flown in two classes, Class II for rudder, nose wheel steering, elevator and motor control (REM) or flown in Class III using rudder, nose wheel steering, elevator, elevator trim, ailerons and motor control (REMA). Yes, nose wheel steering was an optional control as proto taxi to and from the "hanger" (a small diameter circle) was scored as a maneuver. The contestant was required to place at least two wheels within the circle to score maximum points. Many of the contest ships of the time also were fitted with mechanical brakes in order to complete the taxi maneuver. It consisted of a line attached to the elevator servo that extended out of the fuselage. Each end of the line was routed to and attached to a lever arm on either the main landing gear or the nose wheel strut. The arm was bent in a way that followed the contour of the wheel and a piece of fuel tubing was installed on the bent section. Full movement of down elevator control brought the arm in contact with the wheel, effectively stopping the model.

Competition radios of the time were standardized with multi simultaneous reed tone control, usually with relays in the transmitter and receiver and electro-mechanical servos wired for power and controlled by the receiver relay and reed bank. Movement of the reed switch on the transmitter energized a tone frequency the receiver was tuned to. If you listened with a monitor, you could literally play a tune using the transmitter switches. It was not uncommon to have an airframe weight weigh as much as a multi radio!

1960 was a transition year; the radios were refined to be transistorized and more reliable. The K&B Torpedo .45 was the hot engine to have if you wanted to succeed in pattern and you had to have Ed Kazmirski's Orion to do it with. Ed won the 1960 Internationals with the Orion, bringing notoriety and popularity to his design. Another "hot" airplane was Howard Bonner's Astro Hog, which was a large stable design with a thick airfoil allowing constant speed throughout the maneuvers. The Orion was a contrast, being small and light, with the K&B .45 power and much faster than the Astro Hog. Top Flite purchased the rights to produce the Orion in kit form and Model Airplane News sold plans for those who wanted to build to their own needs. Thousands of plans and kits were sold; the Orion was a very popular airplane which was not only a great competition model but Sunday flyer as well. Essentially, the Orion was a much refined Astro Hog.

1961 was documented as the first year of the design evolution of the Taurus.

What is considered to be the first experiment by Ed turned out to be a dismal failure. Ed designed the model with a long nose moment, short tail moment, Orion style wing, small vertical fin and straight leading edge on the stabilizer.

Over the winter of 1962, Ed defined the design to the one we are most familiar with. Ed won the 1962 Nationals and placed third at the Internationals flying the Taurus. Again Top Flite got the rights to produce kits and Model Airplane News published plans. Ed traveled around the country and around the world, demonstrating RC and the Taurus. It became the foremost and most popular design for competition and fun flying and is the most modified model ever built. Essentially every pattern model since the Taurus (with the exception of today's pattern models) was a variation of this historic trend setting design. A typical weekend contest would see at least five to seven Taurus models entered and flown to many first through third places. At the 1965 Nationals, at least eight were flown. It is a model for the ages, just mention the name Kazmirski or Taurus and immediately most all modelers familiar with the history of RC aero modeling will automatically associate one with the other. It is an excellent flyer, easy to build, very stable and fun to fly and can be powered with anything between a .45 and .60. Jeff Petroski of Home and Hobby Solutions <http://www.homeandhobbysolutions.com> produces a laser kit of the Taurus called Primus. Externally it looks like the Taurus but internally it has been refined for today's construction techniques. You can also read more about the Taurus on RC Universe in the Classic Pattern Flying sub-forum.

Thank you, Ed Kazmirski for designing a timeless classic. Ed passed away in late 2008 but his designs live on at every RC flying field throughout the country.



## ELECTRIFYING NEWS

BY Sparky

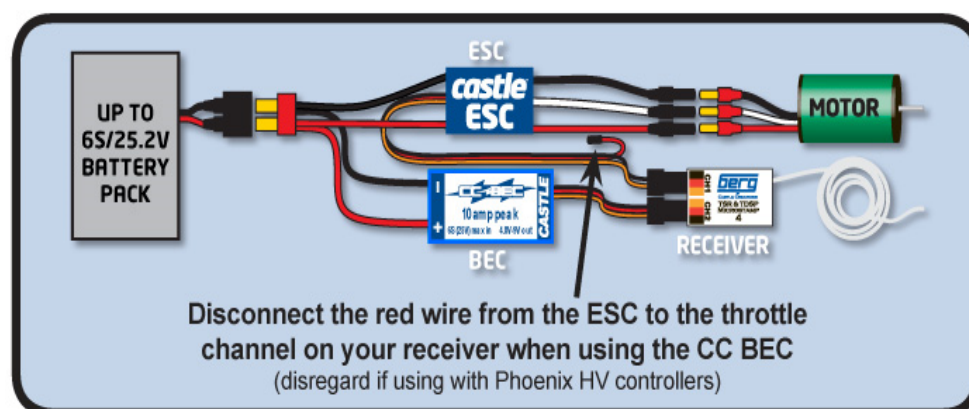
### To BEC or Not to BEC

That is the question. Whether 'tis nobler in the mind to suffer receiver battery pack failure, or to risk running the motor battery too low to power the electronics?

A BEC (Battery Elimination Circuit) is a common feature ***built-into*** many ESC (Electronic Speed Controls) modules. ESC's that include a BEC circuit do not require a separate battery pack to power the receiver and servos. The internal BEC provides power from the one common battery to operate the electric motor, receiver, and servos.

This type of ESC/BEC combination can sense the reduced voltage, as the battery pack is nearing discharge. It then cuts the power to the motor in order to provide the internal BEC circuit with the remaining power to quickly bring the model safely back to a landing - *You hope!* In this case the power to the propeller would be cut, but the operation of the control surfaces would be maintained in order to perform a '*dead-stick*' landing. Without this feature, all control would be lost when the battery expires, probably resulting in long walk at best, and a destroyed model at worst.

Now a second option exist: An ESC can be purchased that does not contain the BEC feature. In this case a separate BEC unit is required, and is connected in conjunction with the ESC. This would usually be the case when larger motors and models are being used. The electrical diagram (Complements of Castle Creations) shows how it done.



## A Different kind of Flying Machine

By Ahuto Jyroee

First in a series of articles about the Gyroplane

Article 1 - History

Way back when, in the days of yarn, a man had an idea. Juan de la Cierva, a Spaniard, invented the autogyro in the early twenties; the first flight taking place in January, 1932.



These machines were also called an Autogiros, which is the FAA official name for the gyroplane. Development went forward by companies as Pitcairn and Avro until the autogyro was displaced by the helicopter in the late forties.

The earliest autogyros were much like the airplanes of the time, complete with wing and tail, but with the addition of an unpowered freewheeling rotor on top. Control was by use of ailerons, elevator, and rudder. It was quickly discovered that a full-sized wing was not necessary for lift since the rotor provided the necessary lift, so the wing was decreased in size until it became just a support for the ailerons. Eventually control was moved to the rotor-head and the need for the wing was eliminated. Further development lead to a variety of control configurations which will be the topic of the next article in this series.



Left; Escadrille d'autogires de l'armee americaine



Right: Essais de l'autogire de La Cierva



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Pit



© National Aviation Museum / Musée national de l'aviation (Canada)

Pitcairn – Cieva PCA-2  
To be continued...

### **Radio Receiver Safety Warning**

Please be aware that some of the small receivers designed for park flyers have a limited range by design. These receivers are not suitable for larger glow-powered or high-powered electric aircraft. These receivers (or comparable equipment from the other radio suppliers) should be limited to small electric models and those models should be kept within the range specified by the manufacturer.

There have been two incidents this season of models being flown beyond the range of the installed micro-receivers. Both incidents resulted in crashes.

As an example, the following Futaba receivers show a limited range of operation based on their specifications:

R6004FF - 300 feet (suitable for indoor flying only!)  
R156F - 500 feet  
R114F - 650 feet  
R124F - 650 feet  
R146iP - 980 feet

Our typical flight range at West Field is approximately 600-1,000 feet when factoring in typical altitudes and ground distance.

While many of the older radio systems are reliable to a mile or more, be aware of the specifications of any newer radio that you purchase. This is especially true when purchasing a radio system designed for smaller park flyer type aircraft. It pays to research the equipment before you purchase, as the local hobby shops also appear to be unaware that these radio systems are not suitable for larger glow-powered trainers.

**BELIEVE NONE OF WHAT YOU HEAR AND ONLY HALF  
OF WHAT YOU SEE!**

**(A trite ole adage that holds true even today)**

Many years ago, a neighbor came to visit my mom. The purpose was to hear FIRST HAND about a rumor claiming we were planning to convert our farm into a golf course. Mom was flabbergasted! Her answer was - WE ARE DOING NO SUCH THING!

When my son, Dave, began putting in his house, a rumor was started within the club, that he and his wife would force me to close down West Field. As a result of this unfounded and unverified rumor, a flurry of activity was started by some un-named club members, to start looking for a new field. In addition, the dues got raised from \$35.00 to \$65.00!!!

I, Alvin E. Johnson, own a major portion of the property. Please take notice - AS LONG AS I AM ALIVE, WEST FIELD  
IS SECURE!!

Having discussed the matter with my son, his reply is  
IT WILL BE THERE LONG AFTER YOU ARE GONE!!

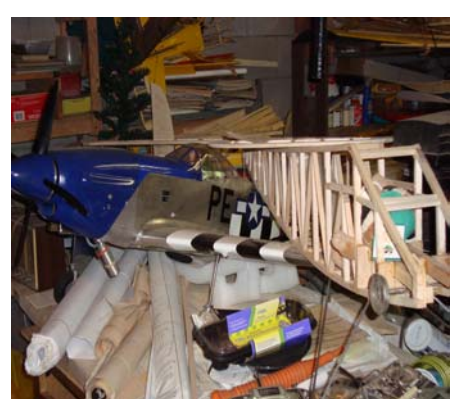
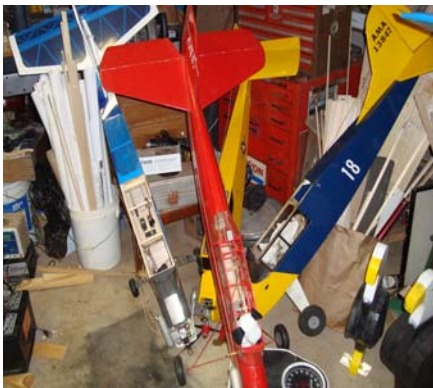
So, use and enjoy West Field. Please obey AMA safety rules, conform to the noise restrictions and observe flight areas carefully.

Light winds & blue skies

Al Johnson

# Fling's Museum

Page 13



Continued on Pg 14

Prop Kicks

# Museum Continued

Page 14

