



**Newsletter of the Pikes Peak Radio Control Club**  
**AMA Club Number 179**  
**Volume 35, Number 6 – April, 2007**  
**Officers: Pres.: Randy Oswald; VP: Adam Heffington;**  
**Secretary: Bill Sanderman, Temp Treasurer: Bill Sanderman**  
**Mailing Address: P.O. Box 25604, Colorado Springs, CO 80936**  
**Web Site: <http://www.pprcflyers.net>**

**Next Club Meeting:**  
**Thursday, April 5<sup>th</sup>, 2007**  
**7:00 PM at the ELIC**  
**(East Library Info Center)**  
**Pikes Peak Public Library**  
**(on Union)**

### **Prez Says**

By Randy Oswald

It's getting warmer, trees are budding, the grass is greening up, and young (and old) men's thoughts being to turn to flying. Yes, spring is here and activity will start to pick up at the field. There are a few things I'd like to call your attention to as nicer flying weather approaches.

1. "Frequency" Control for Spektrum Radio Systems  
The new Spektrum 7 systems are selling as quickly as the manufacturer can make them. Many club members (including yours truly) have purchased one, and I am sure many more will. The EC wants all members to stay in the habit of putting their AMA card on the frequency control board and getting a pin, even with the Spektrum TX's. You'll find five new pins for "Spread Spectrum" in the pin box. Please make sure you put your AMA card in the box and get a pin before you fly. The rule remains the same for all radios regardless of technology -- NO PIN, NO FLY!

#### 2. Membership Badges

The Club rules require that all flyers will wear their badges in a prominent location. Please make sure you have yours before you fly. Also, it's everyone's responsibility to police the field. If you see a flyer without a badge politely remind them it is required. If they can't produce one suggest they need to stop flying. Please bring any issues to the EC for resolution. Guests don't need a badge, but the sponsoring member needs to be there and he needs to have his badge!

#### 3. Safety

No long speeches here. Safety is everyone's responsibility. If you haven't read the safety rules recently you might want to go to the Club web site and give 'em a quick once over.

That's enough for this month. Let's have a great flying season. I look forward to seeing you at the field!

### **Upcoming Meeting Dates for 2007**

May 1<sup>st</sup> (Tuesday)

June 5<sup>th</sup> (Tuesday)

**Notice that the meeting days are back to**  
**Tuesdays.**



*Doug Ransom's Cruiser 60*

### **The Warbird Corner**

By Keith Davis

During World War Two, the Allies produced many famous heavy bombers that changed the course of the war, the B-17, the B-24, B-29, the Short Sterling, the Halifax and the Lancaster. But the Axis had a few heavy weight, four-engine bombers of their own! It's a good thing that they couldn't produce them in large numbers!

**Germany:** The Focke Wulf FW 200 Condor. Initially used as a civilian passenger plane, it was quickly commandeered by the Luftwaffe and used as a long-range reconnaissance bomber. During the early days of WWII, it would search the Atlantic Ocean, looking for Allied convoys. Once a convoy was detected, its location was passed on to patrolling German U-boats or Wolfpacks. In the meantime, the Condor would bomb and strafe the convoys until the U-boats arrived. The Condor had great success until the Allies introduced the carrier escort to sail along with the convoys.

**Japan:** The Nakajima G8N Renzan. This was a direct copy of America's Douglas DC-4 four-engine transport plane. They were developed late in the war and only a handful made it to operational status. It was armed with six 20mm cannon, four machineguns and could carry up to 6,000 pounds with a combat radius of 4,600 miles. The intent was to build hundreds of these bombers and launch them from Japan, since Japan was quickly losing all of their outer island strongholds. Luckily, many of these bombers were destroyed on the ground from massive B-29 raids and USN carrier strikes.

**Italy:** The Piaggio P.108. This was considered Italy's B-17 Flying Fortress. The Piaggio did not see combat until June 1942 against British shipping near the Balearic Islands in the Mede terrain. The Italians only used the bomber on limited "high success rate" missions. But after Italy surrendered to the Allies, the Germans took control of the remaining Piaggios and converted them into long-range transports.



Now that I have peaked your interest in heavy bombers, this is a must see video! Have patience on the download and hope you have a fast computer!

<http://users.skynet.be/fa926657/files/B29.wmv>

**Did You Know?** Most WWI aircraft were built by frame and fabric. But the German Albatros DIII, DIV and DV were covered with veneer (thin, sheeted wood) over the body and top wing. The rest of the fighter was covered with fabric.

**Did You Know?** The Republic F-84 Thunderjet was the USAF's first post WWII jetfighter. It first flew in February 1946. It was also the USAF's first jet

capable of carrying a tactical atomic bomb. A straight wing version and a swept wing version were built.

ANSWER TO LAST MONTH'S QUESTION:

**During the 1970's, which Jet fighter had a 50 to zero kill ratio in combat?**

It was the U.S. built McDonnell Douglas F-15 Eagle. It was flown by the Israeli Air Force during the 1970's Arab-Israeli War. They shot down a total of 50 MIG -19s, MIG-21s, and a few MIG-23s with no loss to their own.

---

## From the March Meeting

By Bill Sanderman

From the March 2007, General Membership Meeting:

Twenty six members and guests were in attendance at the East Library when President Randy Oswald opened the meeting at 7:01 PM on March 8th, 2007.

Guest Daryl Lloyd identified himself and later joined at the meeting. Other guests were in attendance but did not identify themselves.



**Wayne Cooksey's NJ-1 Fun Flyer**

Secretary and acting Treasurer, Bill Sanderman, reported that February income was \$ 1,775.45 and expenses totaled \$ 275.64. Total club assets in checking and savings accounts total \$ 11,753.77 and a Certificate of Deposit brings the grand total to \$ 41,753.77.

Club members are reminded to wear their club badges while at the flying field and to always have a frequency pin in their possession before turning on a transmitter, even if they are using a spread-spectrum radio system. Special frequency pins are available for that purpose. The pin must be

replaced in the pin box by the member's current AMA card or a reasonable replica.

The proposed club event calendar for 2007 was described to the attendees and accepted by unanimous vote.

The events will be as follows:

- Father's Day Fly In – Sunday, June 17th.
- Warbird Rally – Saturday and Sunday, July 7th and 8th
- Club member only Scale Fly-In – Saturday, August 11th (second Saturday in August)
- Memorial Fly-In – Saturday, September 15<sup>th</sup> (3rd Saturday in September)
- Frozen Needle Valve Fly-In – Monday, January 1, 2008

Four model aircraft were presented for show and tell: Doug Ransom showed his Cruiser 60. Wayne Cooksey brought an NJ-1 Fun Flyer. Rick Paquin showed a Super Chipmunk purchased at the Jefco auction. Duane Zinke had a profile P-38 powered by twin 40s.



***Rick Paquin's Super Chipmunk***

After a short break, Wayne Cooksey gave a very informative presentation and demonstration on how to cut and finish foam wings for model aircraft.



***Duane Zinke's Twin-40 P-38***

The meeting was adjourned about 8:30 PM.

---