

Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

Volume 35, Number 4 – February, 2007

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Next Club Meeting:
Thursday, February 8th, 2007
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library
(on Union)

PPRC Membership Drive

By Larry K. Laughlin

New President Randy suggested that PPRC attempt to grow the club a bit more, bringing in new blood and expand our membership. He surely has a point. As with most clubs like ours, the same 5% of the membership does 95% of the work year after year. Not terribly fair. So indeed, change is good and refreshing.

Our club and facility offers something unique to its club members and for those looking to expand their modeling from that of small electric park flyers to larger, more exciting aircraft. PPRC's runways are plenty long and we're out there, well away from the confines of homes, cars and people. It's for that reason PPRC employs a mostly 'voluntary' noise restriction rule, and generally 'anything goes' out there, as far as type and size. In fact, there are not many places within 30-40 miles where one could safely operate a larger electric, nitro or gas airplane, much less kerosene turbine, without endangering or certainly pissing off someone nearby. And to think, we can go out there day after day and do our thing without any interference from anyone on either side of the fence. It's terrific when you think about it.

The recent Park Flyer Craze is great for introducing interested people to RC, but even those little 2, 3 & 4 channel light weights have their limitations, space wise. It's for those reasons and so many more that our facility exists. We offer our pilots a safe, controlled environment, well out of harms way for all concerned, usable for all, from the smallest park flyer to the largest gasser. Plus, our members are able to fly alongside other like minded individuals and learn from one another.

I mean flying solo at the nearby soccer field gets old and boring in a hurry, not to mention fairly limiting.

For those looking for more performance, larger flight envelopes, more power, bigger stuff, and safer conditions for which to do it all - PPRC fits the bill nicely. The pleasant social aspect is just a bonus.

When you're out there talking RC to anyone, be sure to mention that PPRC is THE PLACE TO FLY and remind them of these points above. Growing our membership shouldn't be all that difficult, given what PPRC has to offer! All you have to do is 'talk it up a little'!



Where there's a will...

The Warbird Corner

By Keith Davis

By the late 1940's there was an aviation race between the USA and the USSR to be the first to break the sound barrier. Well on October 14th 1947 USA won the race with the Bell X-1, piloted by Captain Charles "Chuck" Yeager.

Since then, aircraft has been flying faster and faster, twice the speed of sound and even faster. So Austrian physicist Ernst Mach, came up with the Mach Number (M) system, it is used to

indicate flight velocities in high-speed flight and its relation to the speed of sound.

The speed of sound varies at different altitudes and temperatures. For example, the speed of sound at sea level is about 761mph (1,225kph) and at 20,000ft the speed of sound is about 660mph (1,062kph).

The speed of sound or Mach(M) has been broken down into four basic speed categories that most aviation countries have agreed to :

- Subsonic - Less than Mach 0.8
- Transonic – Mach 0.8 to Mach 1.2
- Supersonic – Mach 1.2 to Mach 5.0
- Hypersonic – Greater than Mach 5.0

Today, nearly every country in the world that flies combat jets has at least one type of aircraft that can fly subsonic, transonic or supersonic. However, not too many aircraft can reach hypersonic speeds. As a matter of fact, currently there are only **TWO MANNED** aircraft in aviation history that has ever reached hypersonic speeds. Can you name the two aircraft? I'll give the answers next month!



The Bell X-1

HINT: UFOs is not one of them and the SR-71 Blackbird is not the other. The SR-71's airspeed is still classified and its true airspeed has not been released to the public.

DID YOU KNOW? By 1944, the Germans were the first to use ejection seats. Aircraft such as the ME-262, the ME-335 Arrow and the HE-219 Owl had them installed.

DID YOU KNOW? The P-61 Black Widow was America's first design from the drawing board to become a night fighter. Previous night fighters were modified existing aircraft such as the A-20 Havoc (P-70), the P-38 Lightning and the TBM Avenger.

Annual Budget

By Bill Sanderman

According to the By-Laws, the club is required to vote on an annual budget at the February meeting. Therefore, we will present a proposed budget for approval at the meeting on Thursday, February 8th. Come and participate in the discussion and (hopefully) approval.



There's a way...

The Jefco Auction

By Larry Laughlin

The Feb 3rd&4th Jefco Aeromod'lers Auction is now over, by the time you've read this. It will be interesting to see how well it did for everyone. I intend to provide a report in the next newsletter.

As I write this column, we're just gearing up for the auction and the pressure is starting to rise. Some 500 active modelers participate and more than 1100 items will be traded in just two days. Pretty amazing, really. It's fun to be a part of it too.

This very well organized effort of all those involved will, no doubt, bring smiles and endless fun to many RCers for years to come. I hope you had a chance to check it out this year. If not, there's always next year, on the first weekend in February!

For those who attended and bought something new and exciting, please bring your treasures to the next PPRC meeting for our 'show-n-tell' portion of the meeting. In fact, try to bring 'something' to 'show-n-tell' to every meeting if you can. Its one of the reasons we gather together, isn't it? It's the fun part of the meeting, for sure!

Renewal of Memberships

By Bill Sanderman

The Club By-laws, Section V, Paragraph 1, states "Club dues will be due and payable on January 1st each year. Renewing members will pay the full dues amount regardless of the month of the year they pay. Dues are not returnable, and Members who have not paid their dues by the end of the regularly scheduled February Club meeting automatically lose all Club privileges until such monies are paid."

The gate combination will be changed on or about the first of March, 2007. The newsletter you receive about the first of March will have the new gate combination on the mailing label for those members who have paid their 2007 dues before then. Those who are not paid will see an "XXXX" where the combination should be in the upper right corner of the label. All members will have a newsletter mailed to them for March, even those members who normally do not get one, so that everyone has access to the new numbers.

Anyone who has questions about the process is welcome to call the Secretary, Bill Sanderman at 638-1618 for clarification.

What Keeps YOU Turned on in this hobby?

By Larry Laughlin

I love this hobby of ours. I love everything about it really. And I've tried most of it, from strictly indoor electrics to park flyers and larger electrics of all sizes. I've flown and competed with sailplanes and helicopters as well as all sizes of nitro powered airplanes. I've even messed with big gassers. These days, it's my infatuation with micro-turbine powered jets that drives me. I think they are just endlessly fun to play with and always exciting to fly.

I know those playing with larger, high powered electrics have a similar passion about their stuff. Indeed, both facets of this hobby have grown enormously in the past five years. Electrics are a bit different though. Something is missing.....Hmmm

As I look back to what I've tried in years past, I can safely say that my rate of boredom with any one model is directly proportional to the size and complexity of the model itself. I mean to say, that if I'm flying a simple four channel, fixed gear, .46 size airplane, over and over, I'm good for one or two days out with it, and that's it! I become bored with it and no longer have any real drive to fly it again.

However, take that very same model and add in retracts and flaps. Now I've created something ten times more fun to fly! A step further yet might be a larger, more powerful engine. Now I've doubled the fun even more! Add in assorted radio mix functions and I've started to really peg the 'fun meter'! Of course, start pouring in 30% to 40% Nitro (thereby adding power and/or speed) and wow, where does it all end?

Until recently, that was about it too. You might move into large gas powered planes, but most of same attributes applied, just larger and more powerful.

Ah, but when the micro-turbine scene came around to 'reasonably obtainable', oh man, that

opened up a whole new level of excitement, unlike anything I've ever tried to date.

Once you start pouring in the Kerosene, there isn't much out there in 'model land' that comes close to providing consistent, endless excitement on the flight line. Outrageous high performance became easily repeatable unlike any other model I've played with. A good weekend is one where I've gone through 20 gallons of kerosene and countless flight times on the airplane! Unless you've got \$10,000 worth of batteries with you, that kind of flying is otherwise hard to match with electrics.

For me, it's the smell of the fuel and the rumble of the engine that gets my heart beating fast. It's the kerosene that keeps me turned on and excited to fly RC these days. I just don't get that kind of rush from flying electrics (another column, no doubt).



My friend Deiter's Phoenix jet is above. We recently finished this model and have been flying its little panties off!



My other friend Dean is above. Dean put an amazing custom paint job on this KingCat. Both of these jets easily get over 200 mph, yet slow down for gentle landings. And always, a thrill to fly!