



Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

Volume 35, Number 3 – January, 2007

Officers: Pres.: Randy Oswald; VP: Adam Heffington;

Secretary: Bill Sanderman, Temp Treasurer: Bill Sanderman

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Next Club Meeting:
Tuesday, January 2nd, 2007
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library
(on Union)

Prez Says

By Randy Oswald
randy.oswald@hp.com

Well, another year come and gone. I hope everyone had a wonderful holiday season and that Santa brought you all of the RC goodies on your list. I'm writing this before Christmas, and I am hoping to see a new Spektrum 7 under my tree on Christmas morning!

I'd like to start off this month's column by thanking **Rich Gugeler** for serving as President for the last year. Rich has done a great job. I'd also like to thank everyone who served on the EC. They are the guys who get everything done. Please take a minute and say thanks to these folks when you see them.

Looking forward, I would like to make 2007 a transformational year for the PPRC Club. Rich discussed several issues facing the club in his column last month, and I certainly agree with them. We have become very set in our ways. The same very small number of people attend our monthly meetings, the same people show up for work details, and we have the same events every year. Rich called this stagnation, and I'd be hard pressed to argue otherwise.

So, I am going to start the year by issuing a challenge to the membership. Get engaged! I would like to see at least three or four new people on the Executive Committee. The same eight or ten guys have been doing it for years; it's time for some new folks to step up. We need some new blood and new ideas if we are going to get out of this rut. If we don't get enough volunteers I'll start drafting folks. Please shoot me an email (randy.oswald@hp.com), or see me at the January meeting if you want to volunteer.

OK, enough with the negative waves already. PPRC is a great club. We have about 120 members. I know all of you have something valuable to offer the club. Let's get engaged and see if we can't make PPRC one of the premier clubs in the state!

P.S. Don't forget the Frozen Needle Fly In on the 1st. It sounds like it may well be freezing this year!

Frozen Needle Valve Fly-In 2007

Gus Gustafson, CD

Remember that the annual Frozen Needle Valve Fly In will be held on New Years Day 2007. We need you and your airplane out at Judge Orr Flying Field on that day. The proceedings will start about 09:30. An appropriate cold weather breakfast will be available. The only rule of the day is that you must fly to receive your Official Frozen Needle Valve Fly-In Button for 2007. It's a fun day of flying no matter what is happening with the weather. If it really gets bad we can retire to Frankie's and finish off the day with a good hot lunch. See you all at the flying field.

Meeting Dates for 2007

For the upcoming year, we have a few Thursday dates, and a few back on the normal Tuesday schedule for the first half of 2007. Here are the dates that have been planned:

January 2nd (Tuesday)
February 8th (Thursday)
March 8th (Thursday)
April 5th (Thursday)
May 1st (Tuesday)
June 5th (Tuesday)

Burows Award and Presentation

By Bill Sanderman

This club formed in the late 50s, and one of the nine original founding members was the owner of the only local hobby shop, Bob Burows. He ran Musick Drugs at the corner of Fontanero and Weber. He had a little 6 by 6 shop behind one of the counters, and he kept kits and other modeling supplies back there. He was one of the founding members and was also one of the spark plugs that kept the club going. In 1974, Ron Timroth, also one of the original nine, came up with the idea of an annual award given to the individual "In Recognition of Outstanding Participation and Individual Achievement in Radio Control Activities Sponsored by The Pikes Peak R/C Club", and they named it after Bob.

This year's recipient is: Keith Davis



The rules for the award are simple. You can win only once. The previous winners who are still current PPRC members choose the current winner by going through the entire club roster and gradually winnowing it down to just one person that all the voting previous winners can agree on. The winner gets to keep the large trophy for a year and the little individual plaque forever. At the end of the year, the current award winner hosts the meeting at which the next winner is chosen.

The previous recipients are:

- 1974 Jack Cole
- 1975 Jack Aycock
- 1976 Jack Dech
- 1977 Bill Turner
- 1978 Jack Merritt
- 1979 Jack deVries
- 1980 Harper Daniell
- 1981 Jim Scott
- 1982 Ed Carroll
- 1983 Tony Paul
- 1984 Curtis Teter
- 1985 Ken Polley
- 1986 Ivan Munninghoff

- 1987 Ed Saul
- 1988 Bob McLeod
- 1989 Loretta Saul
- 1990 Bud Wasserott
- 1991 Bob Bruning
- 1992 Heino Bohlman
- 1993 Doug Beacham
- 1994 Mike Weidner
- 1995 Phil Nuckles
- 1996 Dave Miller
- 1997 Jack Donahue
- 1998 Harry Lehman
- 1999 Wayne Cooksey
- 2000 Bill Sanderman
- 2001 Gus Gustafson
- 2002 Dan Brunson
- 2003 No Recipient
- 2004 Jim Terry
- 2005 Frank Tuxworth
- 2006 Keith Davis

Sam Basnett: 1930 – 2006

By Larry K. Laughlin

Our fellow modeler Sam passed away Friday AM, Dec. 8th. He is survived by his wife Sylvia and daughter Sandy, and an enormous model airplane collection. Sam died at home, which was his wish, succumbing to cancer years past the doctor's promise.

I didn't know Sam all that well, as perhaps many of our current, younger PPRC club members. I don't believe Sam flew a lot in the last 10-15 years either, but you wouldn't know that by looking at his huge collection of model airplanes, each fully assembled and perfectly ready to fly. In fact, you'd have to believe Sam flew something everyday by the passion he showed throughout his art work of detailed RC Model Aircraft.

For anyone that knew Sam, you'd have to believe that indeed, he was a regular at the edge of the runway with radio in hand. Unfortunately, Sam's health these last ten years wouldn't allow him the pleasure of launching his beauties into flight. He would leave that task up to others, those fortunate to have acquired one of his birds perhaps.

No, Sam's happy place was clearly sitting between his work benches in the rear corner of his two car garage, carving, sanding, shaping, covering, painting, and lettering models of all sorts. He'd occasionally get out for more supplies, visiting Dan Brunson's store weekly since its opening nearly four years ago. The majority of Sam's daily routine was spent building and that's, no doubt, what kept him alive after the doctors delivered their bad news several times over. In fact, according to Sam himself, he had assembled nearly one thousand

airplanes in his life, a staggering amount when you think about it. Oh yeah, he was a passionate modeler!

As many of you know, Sam built and sold finished airplanes in the .32cc to .90cc Nitro Engine size range. Most of his airplanes were 99% ready to go when he declared them done; all finished with the engine, fuel system, basic servos, switch, riggings, detailed trim and pilot figures. Most recently, Sam felt as though his time was nearing, so he invited one and all to his home most anytime to pick through and select the model of their dreams for a bargain basement price. Lots of us were fortunate and blessed for the opportunity. Sam sold a lot, however upon his passing, he still had a large collection carefully racked and stowed throughout his garage in northern Colorado Springs.

For Sam's wife and daughter, his collection was an overwhelming burden to deal with. When Sam could no longer greet and dicker with interested buyers, the models stopped selling. By request, **Dan Brunson** was asked to survey and advise the family as to how best to deal with Sam's vast collection. When Dan told me he was going up to meet with the family and that he'd never been there himself, I volunteered to accompany him. I knew what Dan was in for and I might have had to restart his heart after he walked into that garage.

It didn't take long for Dan and I to realize and agree that there was only one way to deal with everything we were looking at. For the family's sake, and ours, Dan and I would have to pack everything off to the big Jefco Model Auction scheduled for Feb 2, 3 & 4, 2007. This would be the only solution, but a massive undertaking on our part. Fortunately, I own a large truck and trailer. Fellow modeler **Ed Sweeney** offered us the use of an empty hangar for temporary staging and the weather gave us a brief window for which to transfer everything. With laptop in hand, Dan and I rolled up our sleeves and started categorically listing everything, all the while packing it all in my trailer. After four days, with a list in hand of over 155 items to sell, Dan and I proudly returned an empty two car garage to Sam's wife and daughter. (Wow, I'm beat tired again just telling this story!)

The Warbird Corner

By Keith Davis

This is part two of last month's VTOL/STOL aircraft article. The official term used today is V/STOL, combining both categories into one. The Hawker Harrier was the world's first fully operational combat V/STOL jet and the YAK-36 Forger was the world's second fully operational combat jet. Sorry, last month I called it the YAK-38, that was the

improved version, but it wasn't much better than the first.

In 2005, the V-22 Osprey became the world's third fully operational combat V/STOL aircraft. It will be used with the U.S. Marines as an assault transport, the U.S. Navy as a combat search and rescue platform, and Special Operations Command will use it for long-range special operation missions.

However, the V-22 has had its share of growing pains too. Since 1992, it has crashed at least five times, killing a total of 30 crewmembers and troops onboard. One crash in particular on 20 July 1992, was in front of Congressmen and other government officials deciding if they wanted to fund the program or not.

There also a few design flaws that still need to be worked out. The V-22 Osprey is not pressurized. So flights above 10,000 ft require flight crews and passengers to wear oxygen. Troops cannot repel or jump from the side doors because of the large engine nacelles and severe downward rotorwash. They must exit from the rear ramp. The Osprey cannot mount weapons out the side windows because of the large engine nacelles. So its self-defense armament is limited to weapons mounted on the tail ramp. Future plans will have a chin turret installed. And finally, the Osprey still has problems during tests with take-offs during single-engine operations. For some reason, that phase was later removed from the test requirements.

But the good news is that the V-22 Osprey has passed all other flight evaluations and became operational with the U.S. Marines Corps Helicopter Squadron HMM-263 in June 2005. They are already getting the improved version called the MV-22 Osprey and will be fully operational by the end of 2006. Recently, the Israeli Government is eyeing the V-22 Osprey for their for special operations units.

Good luck to those who fly and ride in the V-22, they may need it.



DID YOU KNOW? The F8F Bearcat was the U.S. Navy's first fighter aircraft to have a 360 degree all around view bubble canopy.

DID YOU KNOW? The WWII allied WACO glider was nick-named the "Flying Coffin" because of the many funeral companies that were hired to help build the wooden gliders.

The Sam Basnett Collection

By Larry K. Laughlin

Among Sam's vast collection of modeling supplies, kits, tools, engines, spinners, dolls, balsa wood, paints, fuel tanks, wheels, landing gears, and so much more, there were airplanes! Lots and lots of airplanes. In fact, there were about 60 airplanes completely finished and rigged, with servos & engines installed, ready to fly! Many are finished ARF kits. Others are Kit-Built and Scratch-Built models. I mean to tell you, the lucky buyer fortunate enough to acquire one of Sam's airplanes won't have to do much more than to drop his receiver and battery pack in, fuel up and go fly!



**Over 60 Ready-To-Fly Models
Staged for Transportation to the Auction**

From the December Meeting

By Bill Sanderman

Thirty-three members and guests were in attendance at the East Library as President **Richard Gugeler** opened the meeting at 7:00 PM on Tuesday, December, 3, 2006.

Temporary Treasurer, **Bill Sanderman**, reported that November income was \$415.00. There were no expenses during the month. The Club has \$6,998.00 in the checking account and \$29,475.95 in the savings account for a cash assets total of \$36473.95.

2005 Burows Award winner, **Frank Tuxworth**, presented the Burows trophy and plaque to the 2006 winner, **Keith Davis**.

The election of Vice President for the coming year (and President for the following year) resulted in the selection of **Adam Heffington**.

Member **Ed Sweeney** spoke about an upcoming rule-making conference involving several federal agencies which may have significant effects on remote control model aircraft flying as we know it. Much of the concern centers around the definitions of Unmanned Air Vehicles (UAVs) that will end up in Part 107 of the regulations.



Six members brought aircraft for show and tell. These included **Randy Oswald** with a scratch-built Ryan ST fuselage under construction from original factory drawings; **Jim Lemons** and his modified Hangar 9 Corsair ARF; **Rick Paquin** with his World Models P-51 powered by an OS.91; **Nick Radle** with two sizes of Inspire electric-powered 3-D aircraft; **Gus Gustafson** with a modified LT-25 equipped with floats; and **Jim Terry** who brought a variety of small Cox engines, including a TD .01 up to a .061. Jim also showed and flew a mini copter and a very small R/C car. Ed Sweeney showed two UAVs and some of the ground support hardware used with them. These small aircraft are capable of self-directed flight without human control.

Austin Cleis gave a talk and demonstrations on an early radio control system called the Galloping Ghost which uses a small electric motor to give proportional rudder and elevator control as well as throttle control.



Adjournment: The meeting was adjourned at 8:50 PM after outgoing President Richard Gugeler passed the gavel to incoming President, Randy Oswald.

The Jefco Auction

By Larry Laughlin

For over 30 years, the Jefco Aeromod'lers have hosted an annual fund raiser to help support their flying site and assorted club events throughout the year. It's regarded as one of the largest R/C auctions, if not THE largest auction of its type in the nation! The Auction has always been held on the first weekend of February, for as long as I can remember.

This year is especially important for the Denver RC Club, since their Treasurer of two years, was caught with his hand in the cookie jar. Unfortunately, he managed to get ALL the cookies too, leaving the once comfortable treasury flat broke & busted! Jefco's expertly managed and hugely successful auction will help immensely to restore the club's field maintenance fund and mounting legal fees to help recover their stolen money.

A staggering amount of models and modeling related supplies pass through this auction over a two day period (over 1000 items sold, in fact). It's fun, fast, and exciting. Best of all, the items SOLD are generally well below their actual, original cost. Call it 'market value' or 'a steal' if you will, but every BUYER goes home with a smile and a pile of new treasures. The SELLERS, on the other hand, recover something for their efforts, something in return for the pleasure of owning the item(s) for so long. Honestly though, most SELLERS and BUYERS alike are merely trading for something else, seeing how they'll often leave with more than they brought to sell! Funny how that works out.

All of Sam's airplanes and related modeling supplies will be sold at the auction, along with hundreds of other items (lots of RTF Gas & Electric Airplanes & Helicopters, cars, boats, sailplanes, jets, engines, tools, radios, simulators, chargers, power tools, hand tools, building tools, meters and testers, cyclers, plans, kits, electronics of all sorts, ¼ scale monster airplanes down to the very smallest indoor floaters – an enormous selection and variety).

So listen - If you're interested in terrific buys in 'everything modeling', plan on attending the big Jefco Aeromod'lers Annual R/C Auction Feb 2nd, 3rd and 4th 2007. Hours will be 12pm to 8pm Friday for merchandise check-in and inspection. The doors open again 8am Saturday to commence the auction and stay open until about 5 or 6pm Saturday evening. Sunday, the doors open again at 8am (no

new merchandise accepted for sale on Sunday) and the auction continues until everything is sold, around mid afternoon generally.

It costs you nothing to view and inspect all that is on display, staged for auction. However, should you wish to participate and actually 'BUY' something during the auction Saturday or Sunday, you'll have to register as a bidder for only \$5.00. You can even 'pre-register' anytime now as a buyer or seller (see below).

All items consigned will go across the auction block. Some items will have a minimum price listed, however a lot of the items sold will not! Many of Sam's items, for example, will be sold with no minimum! The club will retain a 15% donation on all items sold (from the seller). Each item will be listed and sold for a minimum value of \$25 or pasted upon as NOT SOLD and may be found later on the PASS tables near check out. Prospective buyers may still then, be able to purchase the items being offered through a very well organized communication system at the PASS table. A \$4 block fee will be charged to the seller for each passed item, however if the buyers can negotiate a lower price with the seller, the standard 15% donation fee will apply to the sale.

Food and drink is sold right there, on site. Jefco takes cash, personal checks, Visa and MasterCard during check out anytime during the auction. Everything is sold 'AS IS', but often well worth purchase price. Remember though, "no refunds or exchanges after the sale has been made" is the rule, as is "no direct or private sales will be allowed".

Where is this event? Jefferson County Fairgrounds at 6th Avenue and Indiana Street in Denver. It's very easy to find and there will be signs on the roads leading into the fairgrounds. The simple directions off Hwy 70 are to take 6th Avenue West to Indiana Street (about 8 miles West of I-25). Turn left beneath the overpass, then right at the second light for about 3 tenths of a mile, to the fairground's entrance. You'll want to look for the auction signs now, but it's easy to find.

More information may be available at www.jefcoeromodlers.org by the time you read this. Review the club's most recent newsletters on line too. For more information and/or 'pre-registration', you may contact Steve Mangels at 303-922-8107 during the day or 303-987-1944 during the evenings or e-mail him at rcflyer@qwest.net. You may also contact Judy Gerken at 303-934-7747.

So come one, come all. It's a fun event attend! See you there!

JEFCO AEROMOD'ERS
R/C AUCTION

The Nations Largest R/C Auction

Buyers and Sellers Welcome
February 2nd - 3rd - 4th, 2007
3 Day Event...Sell your old stuff & buy new stuff

VISA & MASTERCARD ACCEPTED

Jefferson County Fairgrounds / 6th Avenue & Indiana St.

Take 6th Avenue west to Indiana St.(8 miles west of I-25) Turn Left under the overpass, then right at the second light for 3/10 mile to the Fairgrounds entrance, follow the signs.

Schedule of Events

Friday February 2nd . . .12 pm to 8pm Merchandise check-in and Inspection
Saturday February 3rd . . 8 am Auction starts and Merchandise check-in all day
Sunday February 4th . .8 am Auction only-No Merchandise accepted on Sunday

Over 1000 Items up for Bid

AIRPLANES
Gas
Kits-ARF
Electric
Part built
1/4 Scale
Ready to fly

CARS

ELECTRONICS

RADIOS

ENGINES

GLIDERS

PLANS

BOATS

PARTS

CHARGERS

ALL KINDS OF TOOLS
Power tools
Hand Tools
Building Tools

CYCLERS

SIMULATORS

JETS

HELICOPTERS

METERS & TESTERS

And much more.....Huge selection and Variety

No admission fee to view merchandiseCome out and look around !!!
There will be a \$5.00 registration fee to sell or bid on items....See other side for details

For questions or additional information...See other side or contact:
Steve Mangels day 303 922-8107 / eve 303 987-1944 ~**E Mail**~rcflyer@qwest.net

INFORMATION FOR SELLERS

A **\$5.00** BUYER/SELLER REGISTRATION FEE WILL BE CHARGED AT THE TIME OF CHECK-IN

JEFKO AEROMOD'LERS WILL RETAIN A **15% DONATION** ON ALL ITEMS SOLD

ALL ITEMS CONSIGNED WILL GO ACROSS THE AUCTION BLOCK
No direct or private sales will be allowed

ALL ITEMS TO BE AUCTIONED MUST HAVE A **MINIMUM VALUE OF \$25.00**
When practical, put all items in clear plastic & seal securely
Several items may be packaged together and sold as one item with a \$25 value

TO EXPEDITE REGISTRATION, SECURELY ATTACH A 3X5 INDEX CARD WITH A DESCRIPTION AND
MINIMUM SELLING PRICE (if applicable) TO EACH ITEM IN A VISIBLE LOCATION

IF A MINIMUM SELLING PRICE IS ASSIGNED TO AN ITEM, IT WILL NOT BE SOLD WITHOUT THE
SELLERS APPROVAL... **THE MINIMUM PRICE MUST ALSO BE LISTED ON THE CHECK-IN SHEET**

NOTE

Please use good judgement when setting a minimum price, if an item does not receive a winning bid it will be sent to the pass table and a **\$4.00 Block Fee will be charged to the seller** for each passed item
At the pass table buyers may negotiate a lower bid with the seller, if a sale is made from the pass table
the standard **15% donation fee will also apply to the sale**

IF YOU ANTICIPATE SELLING A LARGE NUMBER OF ITEMS, A PRE-REGISTRATION PACKET
IS AVAILABLE AND RECOMMENDED

Contact Steve Mangels~ Day (303) 922-8107 ~ Eve (303) 987-1944 ~ E-Mail rcflyer@qwest.net

SELLERS REQUIRING SPECIAL HANDLING OF THEIR ITEMS, MUST MAKE ARRANGEMENTS
AT THE TIME OF CHECK-IN WITH THE CUSTOMER SERVICE COUNTER

MAGAZINES AND FUEL WILL NOT BE ACCEPTED FOR AUCTION

INFORMATION FOR BUYERS

A **\$5.00** BUYER REGISTRATION FEE WILL BE CHARGED FOR A BUYER NUMBER

MERCHANDISE IS SOLD **AS-IS--KNOW WHAT YOU ARE BUYING BEFORE YOU BID**

NO REFUNDS OR EXCHANGES AFTER THE SALE HAS BEEN MADE

PAYMENT MAY BE CASH, VISA or MASTERCARD, or CHECK
Checks require two I.D.'s or a personal reference from a Jefco club member

PURCHASED ITEMS MAY BE PICKED-UP AFTER THEY HAVE GONE THROUGH
THE ACCOUNTING COMPUTER AND HAVE BEEN PAID FOR

ALLOW 45 MINUTES AFTER YOU WIN THE BID FOR THE ITEM TO BE PROCESSED
THROUGH THE COMPUTER AND BE READY FOR CHECK-OUT