

## Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

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

Secretary: Bill Sanderman, Treasurer: Frank Tuxworth

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**Next Club Meeting:**  
**Tuesday, July 3<sup>rd</sup>, 2007**  
**7:00 PM at the ELIC**  
**(East Library Info Center)**  
**Pikes Peak Public Library**  
**(on Union)**

### Warbirds Fly-In

By Greg Moore

Okay ya'll! It's down to the last two weeks to get ready! Yup, our very own War Birds Fly In is coming the weekend of the 7th and 8th! No need to drive to Denver or Pueblo, we have two of the best runways around (thanks to all the fixings that have been going on!) and are primed to have a tremendous event.



The weather woes of the last two years are "hopefully" behind us, and a great time can be had by all!

As Keith mentioned last month, warbirds come in all flavors, from simple Mustang PTS's, to full blown scale competition aircraft.

My rules are simple: If it truly looks like the aircraft it is representing (and Cub yellow Piper Cub's do not represent the rest of the USAAF fleet)...and the original flew as a member of an Air Force...it's a War Bird, even if it sports civilian livery ala "Miss America" and "Rare Bear" (both of which are available as ARFs from Dan). Sport aircraft with military insignia aren't eligible....but the options out there abound!

What do you do if you don't have a "qualified" War Bird....why come out and help things run smoothly of course! The better and smoother our event runs, the more visiting flyers we have returning yearly...and the more "revenue" for "your" club....so please come out either to fly or help us, and enjoy the weekend!

### The Warbird Corner

By Keith Davis

Well, by now everyone has heard plenty of interesting aviation facts about WWI, WWII and even modern day aviation. So here are some interesting aviation facts about the "Forgotten War" or better known as the Korean Conflict:

- 16 B-29 Superfortresses were shot down by enemy fighters. Another 48 were destroyed because of crash landings or battle damage beyond repair. However, the B-29s did manage to shoot down 16 MIG-15s and another 17 various enemy fighters.
- The First 3 enemy fighters to be shot in the Korean War were done by the F-82 Twin Mustang. But as the jet age took over, the Twin Mustang was eventually removed from service. The enemy aircraft were LA-7s and a Yak-II.
- On 27 Jun 1950, a F-80C Shooting Star flown by USAF 1LT Robert Dewald, shot down a Soviet made IL-1 Attack plane. He was credited as being the first American pilot to achieve a kill in a jet.
- On 9 November 1950, while flying the F9F2B Panther, U.S. Navy LT Commander William Armenhe, achieved the Navy's first jet-to-jet kill, shooting down a MIG-15.
- On 1 July 1951, the F7F Tigercat got its very first aerial kill, flown by U.S. Marine pilot CPT E.B. Long. It was a North Korean PO-2 recon bi-plane.
- On 8 July 1950, a F-80C Shooting Star flown by USAF pilot 1LT Russell Brown, shot down a MIG-15. This was considered the world's first jet vs. jet dogfight.

- The F-86 Sabre had a 10 to 1 kill ratio over the MIG-15. However, the Russians today still disputes the claim. 800 MIG-15s were shot down with a loss of only 58 F-86 Sabres.
- During the early months of the Korean War, the B-17 Flying Fortress was used as a long-range reconnaissance aircraft. It was later replaced by jet powered, reconnaissance aircraft.
- U.S. Navy pilot LT Guy Bordelon was the only Korean War ace to achieve 5 kills not in a jet. He flew the F4U-15N Corsair.
- On 20 May 1951, while flying the F-86 Sabre, USAF CPT James Jabara became the world's first jet-to jet ace. By war's end, he was a triple ace.
- On 18 May 1953, while flying the F-86 Sabre, USAF Joseph H. McConnell, became the world's first triple jet-to-jet ace. He finished the war with 16 kills.
- On 15 May 1946, the USAF first tested the ejection seat in a modified P-61 Black Widow. By the outbreak of the Korean War, all U.S. fighters had the ejection seat system installed in their aircraft.
- The U.S. military began to recognize the importance of helicopters in the combat support role. Helicopters such as the Bell H-13, Sikorsky R-6 and the Sikorsky H-19 were used extensively as search and rescue, medical evacuation and troop/supply transports.

So there you have it, even though it was a short conflict, there is plenty of aviation history to be found, don't forget! Hope to see some of these RC planes at our club's Warbird fly-in!

### Quiz Time!

During WWII, some of America's most famous combat aircraft were nearly scratched from being used by the U.S. military because of its deficiencies. But after a few modifications, they proved to be some of the best aircraft during WWII. Can you name the deficiency(s) and modification(s)?

1. Lockheed P-38 Lightning
2. North American P-51 Mustang
3. Chance Vought F4U Corsair
4. Martin B-26 Marauder!

## From the June Meeting

By Bill Sanderman

Twenty-nine of our members attended the June General Membership Meeting at the East Library on June 5th. President Randy Oswald opened the meeting at 6:59 PM. New member Kirk Stetzel introduced himself and joined at the meeting.

Treasurer Frank Tuxworth reported that May income was \$650.00 and expenses totaled \$779.86. The total club monetary assets now total \$43,040.92, including a \$30,000.00 Certificate of Deposit.



There was a workday on June 2nd to begin runway repairs. The West runway was completed and the East runway should be finished during the next workday on June 16th.

In response to the discussion last month about the dangers associated with starting engines and taxiing in the pit area, the Executive Committee formulated a plan to limit the areas where engines can be started and run. President Oswald showed a drawing of a proposed engine start and run-up area at each end of the pits and engine stop lines at the ends of the incoming taxi ways. A motion was made and passed to adapt this proposed plan. It will become effective after the runway and taxi ways are striped (about July 1st). Proposed new safety rules will be developed to accommodate these changes.

The two AMA work tables proposed last month are under construction and should be installed at the field in the next two weeks. These will be used for engine starting in the approved areas.

The club is researching the supposed city ordinance which prohibits model aircraft flying in city parks.

The Father's Day Fun Fly will be held on Sunday, June 17th (father's day). The warbird rally will be on July 7th and 8th.



Gus Gustafson brought a beautiful Cessna 310 ARF for show and tell.

The meeting was adjourned at 7:31 by President Oswald.

## Judge Orr Field Day

By Richard Gugeler

The club held two Field Days to spruce things up in time for our planned Warbirds Fly-in coming up July 7 and 8. The grass was mown, the club shack was cleaned and doused liberally with bleach, the west runway and pit area were patched and re-stripped, and the new Engine Start areas were labeled. The star of the show was the asphalt melter and pourer designed by Dan Brunson and Jim Lemons, and built by Jim with an old gas water heater donated by Dan. Although the west side is completely patched, burner problems the second day prevented completing the repairs to the east runway and pit areas.



We had an impressive turnout and would like to thank the following members for all their hard work:

- Dan Brunson
- Rob Waggoner
- John Indelicato
- Rick Paquin

- John Fay
- Greg Moore
- Gus Gustafson
- Mike Weidner
- Frank Tuxworth
- Bob Hawkins
- Randy Oswald
- Chris Oswald
- Tim Ferrel
- Randy Coomer
- Keith Davis
- Richard Gugeler
- Jim Murphy
- Ben Woofter
- Jim Terry
- Adam Heffington
- Chuck Brath
- Mike Evans



We also would like to thank Marc Herklotz and Patrick Herklotz who ran out in the evening, bought a load of ground asphalt, and filled all the cracks on the east runway so they'd be ready for the melted asphalt.

## Upcoming Membership Meetings

By Dan Brunson

Although it seems nice to have the PPLD facilities each month for the membership meeting, it actually takes a bit of luck and a VERY prompt call to the library office each six months. If we're late, we don't get the room. However, there's good news. We in (again)! Here's a quick list of the upcoming dates.

- July 3rd (TUES)
- Aug 7th (TUES)
- Sept 4th (in the two smaller rooms) (TUES)
- Oct 8th (MON)
- Nov 5th (MON)
- Dec 3rd (MON)

These dates have been posted to the "calendar" section of the website.

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## But Wait, There's More!

By Richard Gugeler

And just when you might have thought that the Warbirds Fly-In couldn't get any better... Well, it just did.

The list of sponsors for our Warbirds event July 7-8 is growing. With two weeks (from this writing) left to go, we've received items from:

Flite Line Products  
Aeroworks (Aurora, Colorado)  
RTL Fasteners  
Sullivan Products  
ST Batteries  
Skyshark RC  
Midwest Products  
Bob Holman Plans

We've also been told that some impressive items will be coming from Cox and Great Planes.

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## An Inexpensive Engine Cleaner... ...That Works!

By Richard Gugeler

In an article in Model Aviation some issues back, I saw a mention of Dawn Power Dissolver used as an engine cleaner. Since a spray bottle only cost about \$4.00 at King Soopers, I decided to give it a try. To cut to the chase, it works. It may not work as well as the high-priced spread (Demon Clean), but it did a darn good job on a couple really grubby engines and mufflers I had kicking around. Although Dawn Power Dissolver comes in a spray bottle, it's almost a gel in consistency, so it tends to stay where you put it. The only area that caused a bit of trouble was the finned area of the head. I think the solution would have been to pour the Dawn into a small bowl and submerge enough of the head to make sure the sides of the fins remained covered.



**July 7 & 8**

Registration  
08:00

**Landing Fee \$25.00**

Includes Event Shirt and Lunch

**Check**  
**[www.pprcflyers.net](http://www.pprcflyers.net)**  
**for map to field**

## **Upcoming Events**

**Sunday, June 17 – Father's Day Fly-In**  
**Saturday, Sunday, July 7, 8 – Warbird Fly-In**