

Newsletter of the Pikes Peak Radio Control Club

AMA Club Number 179

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

The Warbird Corner

By Keith Davis

During WWII, The Battle of Britain was one of the biggest and longest air battles during the war. But here are a few interesting facts about some of the planes that fought in the battle.

1. The Boulton Paul Defiant -This was a British two-seater fighter. It had one pilot and a rear turret operator. During the early days of the Battle of France and the Battle of Britain, German fighter pilots mistakenly thought that these were Hurricanes and tried to jump them from behind. To their surprise, they were suddenly being shot up by four .303 machineguns! In time, the German pilots caught on and easily outmaneuvered and shot down the Defiants with ease. By the early days of the Battle of Britain, the Defiants were pulled from front line service and were converted into night fighters.

2. The Spitfire – Many aircraft in the early days of WWII had their engines mounted right-side up without fuel injections, and the Spitfire was one of them. The ME-109 however, had its engine installed inverted with fuel injectors installed. So in combat if a ME-109 pilot suddenly found a Spitfire on its tail, he would immediately jam the stick forward into a steep dive, causing negative “G”s on the engine with no problems. But if the Spitfire tried to follow with the same maneuver, the engine would stall because of lack of fuel. Then the ME-109 would make its escape or turn quickly to catch a dead stick Spitfire.

3. The ME-109 – On the other hand, if the Spitfire was quick to roll on its back and still pursue the ME-109, then the ME-109 was in trouble. That’s because in a long steep dive, the ME-109’s wings would tend to rip off when the pilot tried to pull out with the high “G” loading. The Me-109 pilot had to

gradually pull out of the dive, which made it an easy target for the Spitfire.

4. The ME-110 – During the early days of the Battle of Britain, It was used as a long-range bomber escort since the ME-109 only had only 10 minutes of station time over England. But the ME-110’s performance was so pitiful, that it also required fighter escort! The ME-110 was soon removed from frontline service, along with the JU-87 Stuka because of high losses. However, the ME-110 did become one of the Luftwaffe’s best night fighters in WWII.

So there you have it, The Battle of Britain in a nutshell. But there are plenty of good books out there if you want to know more.



Boulton Paul Defiant

Did You Know? During WWI, Germany’s Fokker DVIII scout/fighter plane was called the “Flying Razor” because its single wing resembled the standard shaving razor that German soldiers were issued.

Did You Know? During WWII, the F6F Hellcat had a 19 to 1 kill ratio. During the Korean War, the F-86 Sabre had a 10 to 1 kill ratio. But during the 1970’s, one jet fighter had a 50 to zero kill ratio. What was that jet? Here’s a clue: It was an U.S. built jet fighter, but the U.S. did not fight in the war.

ANSWER TO LAST MONTH’S QUESTION: What are the only two aircraft in aviation history to reach hypersonic speeds: The X-15 and the space shuttle.

Upcoming Meeting Dates for 2007

March 8th (Thursday)

April 5th (Thursday)

May 1st (Tuesday)

June 5th (Tuesday)

From the February Meeting

By Bill Sanderman

Club President, **Randy Oswald** opened the meeting at the East Library on February 8th at 7:02 PM. Thirty-four of the faithful were in attendance.

New member **Howard Hanks** introduced himself.

Secretary, **Bill Sanderman**, reported that January income was \$ 2,351.16 and expenses totaled \$5.00. The club opened new checking and savings accounts at Chase Bank and purchased a \$30,000.00 certificate of deposit. The existing accounts at American National Bank will be phased out in the next few weeks. Total club assets in checking and savings accounts total \$10,253.96 and the CD brings the grand total to \$40,2563.96.

President Oswald announced that the Jefco Club will hold their "Warbirds over Denver" event on June 8-10, 2007, at the Chatfield State Park.

The club By-laws require that the annual operating budget be presented for approval at the February meeting. Accordingly, President Oswald proposed than an expense budget of 10,360.00 be approved for 2007. The motion was seconded by Vice President **Adam Heffington**, and was passed without opposition after a short discussion period. The details of the budget are presented elsewhere in this newsletter

A total of nine model aircraft were presented for show and tell. **Jim Murphy** showed a big biplane. **Gus Gustafson** brought a Spitfire. **Mike Evans** presented an in-work ¼ scale Fokker. **Dick Clasen** had a big T-6. **Rick Paquin** brought a Hanger 9 P-40. Adam Heffington had a Jefco-auction pylon racer, **Dan Brunson** showed a turbine-powered Bobcat. **Wayne Cooksey** demonstrated his chute-dropper tail dragger. **Duane Zinke** showed an affordable sport plane.

The meeting was adjourned about 8:05 PM

What Are You Passionate About in RC?

By Larry K. Laughlin

You know, if you give that question just two minutes of thought, then sit down and start writing a little, before you know it, you'll have a fine contribution for YOUR PPRC newsletter! Honestly, it's that easy. Otherwise, you'll be reading mostly 'the Larry Laughlin newsletter' and probably 'all about jets....' (Since that's what races MY motor these days).

If everyone in our club submitted just ONE COLUMN, our fine newsletter editor Dave Smith

would have enough home grown material to fill the newsletter for the rest of the year! That's an amazing thought in itself when you think about it.

Surely there is something that really gets your prop spinning, come on. Well now's your chance - share it here with your club members and be immortalized forever in print. Besides, our newsletter should be as much a 'learning tool' as anything else. If you rattle off a few details of what you've recently discovered in an electric 3D machine or that sweet running gas engine, what better place to share the information than right here? Or maybe you've just returned from an event that was a drop dead blast! Here's the best place to tell all and who knows, maybe someone else from the club will join you there next year.

So, don't make me write every column every month you guys! Otherwise, I'm going to start telling you about my grand babies, my Boxer dogs, maybe even my sex life! Man, if that doesn't motivate you to start writing, nothing will! Scary thoughts, huh

Have You Joined for 2007?

You have received this newsletter via U.S. Mail even though you might have requested to get it via the club web site. The reason is that the mailing label on this issue contains the new gate combination, which is effective the first of March 2007. If your label shows a 4-digit number in the top right corner, then our records indicate that you are a current 2007 member. If all you see is XXXX, either we haven't received your application and dues payment for 2007, or our records are in error. If the latter, please call the Secretary, Bill Sanderman, at 638-1618 so that we can get the records corrected.

If you haven't yet joined for 2007, then please submit your dues payment along with a filled-out and signed 2007 club application form. Also, please be sure that your 2007 AMA membership card is in your possession. You may mail the application and payment to the club P.O. Box (see the return address on this or drop it off at Dan's Pikes Peak R/C Hobbies on Boulder. Please be sure to include the application form so that we can be sure that our club roster is up-to-date and that we have correct information, particularly with regard to email addresses. We intend to use bulk email postings from time to time to notify members of special activities or events. You may download an application from the club web site, or pick one up at Dan's, or call the Secretary and get one mailed to you.

Your new membership badge should be available at Dan's a few days after we receive your application and payment. If you have any questions

or comments, feel free to call or email the Secretary at 638-1618 or wsanderman@pcisys.net.

Jefco's Annual Auction

By Larry K. Laughlin

I don't have the exact figures, but it appears, once again, Jefco out did themselves on this year's 2007 Annual Auction. There were TWO large count entries that helped – one was a hobby shop from back East that went out of business, bringing nearly 200 items to sell; second was of course, the nearly 200 item Sam Basnett Collection of supremely high quality finished airplanes and assorted modeling pieces. All in all, Jefco registered in and sold nearly 1300 items, reaching well over the \$100,000 SOLD mark this year (some kind of record, I'm sure). The deals were, as always, terrific for everyone. The lucky buyers paid as little as \$75 for complete, ready to fly airplanes (with radio systems, engines and many extras). Some of the larger airplanes sold for less than what they would have cost in kit form too! Tools, coverings, engines and so much more often went for well less than 50% of their value as new. It was a long two days of intense selling, but hugely successful for everyone involved.

Funny, one of the best Jefco auctioneers didn't show this year for some reason (he was the schmuck that helped himself to the club treasury these last two years, currently in litigation). So I found myself helping more behind the microphone than I expected, but it all worked out alright. Great fun really.

With nearly 350 registered club members, Jefco had a fine turn out of volunteers, however it was all carefully choreographed by Jefco's long-standing member, Steve Mangels, and a fine job he did, as always. Each item averaged less than one minute to pass across the auctioneer's table and sell. The lines to pay and retrieve the winning items were kept short and smooth for all that participated too. The on site food was wonderful. Even the Weather cooperated this year. So a great time was had by all. Remember and mark your calendar for next year – the first weekend of February again! Be there! You don't want to miss the next one!

The Approved 2007 Budget

Administrative Expenses	200.00
AMA Charter Fees	110.00
Contest Expenses	2,000.00
Field Maintenance	3,000.00
Field Lease Expense	2,500.00
Miscellaneous Expenses	500.00

Newsletter and Postage	900.00
Publicity	300.00
Training	300.00
Treasurer Bonding	300.00
New Field Search	250.00
Total Expenses for 2007	10,360.00

Anticipated Income for the year will be approximately \$13,500.00.

Speed World Jets

By Larry K. Laughlin

You may recall the Lightning painted up in Jolly Rogers NAVY colors. I brought it to our last PPRC meeting. I built another mirror image jet by the same manufacturer, only painted in Orange and White NAVY colors and I managed to have it ready to fly for Speed World's Annual Jet meet in Surprise, Arizona. This event was held Feb 9th, 10th and 11th, just west of Phoenix and what a nicely run event it was! I'll tell you a little about it.

To start, heading down there is always interesting. My friend Deiter showed up at my house with his 38 ft motorhome early Wednesday morning, the 7th. I had my 16 ft trailer packed and ready with five jets on board and 40 gallons of kerosene, among many other things. Our trip started out by plugging my trailer lights/brakes into Deiter's motor home and smoking a pile of wires – great! After spending far too much time attempting to fix the wiring, we decided to hit the road anyway (yep, no lights, no brakes on the trailer). We made it in 12 hours or so, no problem.

Thursday morning, we slammed a little coffee and started setting up our pit area and we weren't alone. Another 30 or more jets were already on the field doing the same thing. The facility was to die for and needless to say, the temperatures were a pleasant 75-80 degrees with only light winds from the south. By late afternoon, Deiter and I had flown everything in the trailer a few times, but now it was time to test fly the Orange and White NAVY Lightning. I worked hard to get everything correct, right off the bench. As often happens, one never knows if the maiden flight will end with problems or reveal the need for lots of fixes here and there. This was a long way to go for a 'maiden flight' in any case.

The engine fired up nicely and I spent a ½ tank of fuel taxiing around, doing range checks, adjusting the steering and braking in the brake system. After refueling, topping off the air, and doing my final checks, it was time to launch this baby. I'd run out of excuses. I had the field to myself too, so out she went.



Amazing, this 36 lb airplane rolled fast and leaped off the runway immediately once pushing the throttle up to full. The gear and sequential doors retracted beautifully, as advertised. As I brought her around in downwind, still holding full throttle, I couldn't help but notice her speed. "Gads this thing is moving", I thought. I had to get off the throttle when in straight and level flight, easily busting the 200 mph mark, but the airplane was rock solid and a very honest flyer. After a few minutes of flying, making minor trim changes, I brought her down for a low fly by. Wow, now that's a big airplane and very pretty in flight. As she came by, I pulled back on the elevator and went to full throttle again, pointing to the heavens. Again, I found myself having to pull the throttle back as she accelerated vertically and damn fast again. Before my 10 minute clock sounded off, I slowed her down for a few circuits and dropped the landing gear. On the third circuit around the pattern, I lowered the flaps to full down and found that I had to maintain 60%-70% power to keep from sinking. My first approach to land was the landing I kept, sticking it on the white line, 20 feet in front of me, barely having to tap the brakes. Heck, the airplane set down as if I'd flown it 100 times already. 'Oh my God' I thought to myself. 'What is this going to be like once I've figured out how to fly it'? My face hurt from smiling so hard! What a dreamy airplane. The sun was setting and I just didn't feel the need to push it, so we put everything away for night and had dinner. What a great first day of flying it was!

Come Friday morning, however, the Lightning was the first airplane Deiter and I wanted to fly again. By now, the event is getting under full speed, which kind of surprised us for a Friday. We fueled everything as fast as we could and ended up making no changes to the Lightning jet. In fact, over the course of the next three days, Deiter and I managed to log another 18 flights on the Lightning and countless other flights on the rest of our fleet. As far as the Lightning Jet goes though, we were thrilled with its performance, especially considering the maiden flight and all. Of course, the down side is that Deiter is now kicking me in the saddle to finish up his Jolly Rogers.



During the event, we also flew the Turbo-Prop Raven, the Phoenix P70 Jet, and the two Titan KingCats until we couldn't stand out there any more. Everything flew perfectly and we blew through a bunch of kerosene. Come Sunday, an early afternoon storm blew in and it was time to re-pack the trailer and head for home. Deiter and I were thrilled with the meet and how everything in the trailer performed. I can't recall a better time had by all.

Over 60 pilots registered and everyone had two or more airplanes on the field. In addition, the organizers advertised the event in five newspapers and several TV stations, so 3000 or more spectators turned out to listen to a professional announcer for three solid days of flying! The BBQ, great folks and fine weather was just bonus material. Best of all, we didn't break a thing!

So there, a not so brief low down on one terrific RC jet event and the Lightning's maiden flight! We'll be doing it again next year, to be sure!

And no, we never did fix those trailer lights and brakes! OK, I guess there was this one incident that now needs repair.