



Newsletter of the Pikes Peak Radio Control Club
AMA Club Number 179
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Next Club Meeting:
Thursday, August 7th, 2008
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library
(on Union)

Special Guest for the Meeting! **Maj Gen Pat Halloran, SR-71 Pilot**

By Gus Gustafson

All, I have scheduled Major General Pat Halloran for a briefing on the SR 71 at the Sep 3rd meeting. I will put all this in the next 2 news letters. Due to the nature of this briefing I think it would be proper for us to invite our families also. His BIO as follows:

Biography of Pat Halloran:

Pat entered the Air Force in 1949 from his home in Minnesota. He received his wings and commission through the Aviation Cadet program in 1950.

He spent his first 7 years flying F-84 jet fighters from bases in Georgia, Maine, Oklahoma, England, Alaska, Puerto Rico and Japan. He also flew 100 combat missions in the F-84 over North Korea in 1952. In 1956 he was selected in the first group of pilots to fly the new U-2 high altitude reconnaissance aircraft for the Air Force. He flew from overseas operating locations for over 8 years, accumulating over 1600 hours in that plane. He was then selected for the cadre of the new Mach 3 SR-71 aircraft that he flew for almost 8 years. He was the wing commander when he left that program. He flew missions over Cuba in the U-2 and over Viet Nam in both the U-2

and the SR-71. His next 8 years were spent in command and staff positions in various headquarters, including 3rd Air Division on Guam, 15th AF in California, and Strategic Air Command in Nebraska. His final assignment was in the Office of the Joint Chiefs of Staff, in the Pentagon. He retired in 1983 as a Major General, with over 8,000 hours of flying time and 34 years of service. He was inducted into the Minnesota Aviation Hall of Fame in 2006.

He lives in Colorado Springs, owns a Lancair aircraft, and is actively involved in the Experimental Aircraft Association.

The Warbird Corner

By Keith Davis

Last month, I went to Pueblo to watch their Scale Masters Qualifications event. I have never seen one before, so I'd thought I would check it out. So what does that have to do with warbirds you ask? Well nothing, until I got down there.

I was expecting to see Caps, Extras, Cessna's and any other civilian airplane you can think of in the competition. But no, out of the 15 or so pilots that registered, only three pilots flew a civilian type airplane, the rest were warbirds.

There were warbirds ranging from a Nieuport XVII, a Spitfire, a P-40 Warhawk, a T-28 Trojan, a few P-51 Mustangs and even a few JU-87 Stukas. All nice looking airplanes.

Of course we had a few of our very own club members that also participated in the event. Rick Paquin was registered in the "Pro Expert" class. John Fay, John Indelicato and

James Murphy registered in the "Sportsman" class. Rick took 2nd in his class, while John Fay took 2nd, John Indelicato 4th, and Murph 5th place in the "Sportsman" class.

It was an exciting event to watch. The pilots would go out and perform their maneuvers while their pit crews and callers cheered them on. It was a windy day that day, and I think most of the pilots lost points on the landings. The wind would not stay constant for anyone. Sounds like our airfield!

So track down any of those pilots that I mentioned above and ask them how much fun did they have? And check out the club website in the near future, there should be plenty of pictures of the event and pilots to view.



Did You Know? Donald Trump owned two CH-47 Chinook helicopters as part of his "Trump Airlines" back in the 1990's. He used them to transport his clients from NYC to his casino in Atlantic City, NJ

Did You Know? The British Sopwith Pup's real name was the Sopwith Scout. Some of the pilot's called it the "Pup" because it looked like an exact smaller version of the Sopwith Strutter, a two-seat scout/bomber airplane. But the British Air Arm did not care for the nickname "Pup" because it seemed undignified.



Frequency Clips and 2.4GHz

By Frank Tuxworth

Many have noted a number of clips on the center post of the shade structure at the West runway. This is for the pilot's AMA card for those flying on 2.4 Gigs. Remember that in order to fly, you must put a current AMA card on the frequency board. Putting AMA cards on this post (2.4 Gig ONLY) lets all know that the flyers are legal.

We are in the process of having a plastic plaque saying 2.4 only to put on this post. Those using 72 Megs will continue to use the frequency pins as usual.

At Chatfield: They're Watching You

By Dave Smith

For those that fly at the Jefco Field (or Chatfield Reservoir)...

I was at Chatfield last weekend, buying my annual pass. While waiting there at the guard shack, I was enjoying the overhead flights of a jet and a biplane. What I also noticed was a lot of ranger dialog over the radios. They were spotting planes and reporting when the boundaries were being overrun.

For those of us that have flown there, we've heard about the various policies and changes and consequence of violations. These kinds of violations are the very thing that we were warned about before losing access to that field.

So... They **Are** watching...
