



Newsletter of the Pikes Peak Radio Control Club
AMA Club Number 179
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Next Club Meeting:
Thursday, July 3rd, 2008
7:00 PM at the ELIC
(East Library Info Center)
Pikes Peak Public Library
(on Union)

The Warbird Corner

By Keith Davis

Well all the time and effort in preparing for our annual warbird event finally paid off. The club had an outstanding weekend, which included 40+ registered pilots and well over 150 spectators. That might not sound like much, but compared to our past warbird events with less than 30 registered pilots, this was a good turnout. All of the hats and polo shirts were gone the first day.

There was quite a collection of warbirds, but not too many WWI aircraft this year. There were plenty of nice looking P-47s, P-51s and Spitfires. But I think the most numerous plane this year was the T-28 Trojan. Last year it was the Hanger 9 F6F Hellcat. The T-28 came in all sizes, gas and electric. Jim Terry had the most unique T-28. It was a large electric, spray painted in 1950's French desert cammo colors. Nice job!

And then there were a few warbirds that you don't see too often, there was a P-39 Airacobra, a F7F Tigercat, a F8F Bearcat and a P-6 Hawk. All nice looking airplanes.

During breaks in flying, Larry Laughlin would take out his turbine engine helicopter and put on a show for the crowd. When he was done, Gregg Moore would fire up his Alpha Jet and show the crowd how fast an RC model can

really go. Both flyers got plenty of ooohs and aaahs from the crowd.

Rick Paquin and Gus Gustafson both had giant scale P-47 Razorback Thunderbolts. And when they flew together, it was definitely a Kodak moment.

Brian O'Meara, a guest flyer, flew his huge PT-17 with smoke, for the crowd. Just about everyone had to stop what they were doing just to see this cub yellow baby put on a show.

And of course when there are RC airplanes in the air, a few of them are bound to hit the ground. Two P-51 Mustangs, one T-28 Trojan, one F8F Bearcat, one T34 Mentor, one PT-17 and one F-16. They all received some type of damage from light to severe.

On Sunday, the awards and raffles were given out. But I will let John Fay cover all of that. I just talk about the airplanes!

In the next couple of weeks, our website should be updated with plenty of awesome pictures of the event taken by photographers in our club. Hopefully they will get them to Rob the webmaster as soon as possible.

So the club had a real good event this year. Hopefully the word will spread and next year will be even better. Here is a list of names who really helped to get the event started and was a real support during the event. A big thanks goes out to:

Adam Heffington – Club President, for pushing for a bigger budget in field maintenance and aggressive advertng for this event.

John Fay – Event coordinator, for putting the whole event together, polo shirts, hats, sponsors, etc.

Gus Gustafson – For ordering event awards and running operations on opening day in registering pilots.

Jim Terry and Dan Brunson – For taking care of the food and drinks section, both days. Feed the masses, and they will be happy!

Larry Laughlin – For narrating as each pilot flew their airplane in front of the crowd. And he had a good helicopter show too.

Rick Paquin – For supplying the sound system and operating it during the event. It added a reach nostalgic touch.

Doug Ransom – For supplying the generator to run the sound system and taking pictures of the pilots, planes and the event.

PPRC Club members – For supporting the club in anyway that you were able to. That includes flying, showing up just for support, or donating your time.

Pueblo and Denver RC Flyers – For taking the time and driving the distance to support our warbird event.

PPRC Weather Station Online

By Rob Waggoner

The club weather station is up and running! The weather station hardware voted on by the club at the last general meeting has been purchased and installed, and is publishing data to Weather Underground under station ID KCOPEYTO12. The easiest way to bring up the station is to go to the club website (<http://www.pprcflyers.net>), and click on the weather icon in the header. This will take you right to the history page.

From this page, if you click on “Current Conditions”, you are navigated to the current conditions page, and Latigo Trails typically comes up. Unfortunately, I have no control over this. However, in the *Select a source for your current conditions*: there should be an option for “Falcon Hwy & Murr Rd” and by selecting this option, you will be able to see current conditions for the station.

The station has been up and running for the better part of a week, at the time of this writing and seems to be chugging away nicely. I haven’t fully explored all of the features of the weather software, but I have uncovered enough to at least get data to Weather Underground.

I’m working through temp sensor placement at the moment trying to get the most accurate temperature readings possible, and I think I’m getting close. Corroborating with Falcon stations doesn’t seem to be valuable, but there is a station north and east of me (KCOCOLOR61) that I’m trying to get in touch with because it seems to have similar readings.

Interesting to me, is the disparity amongst weather stations in the area. In the history page, in the right hand margin, there is a Google map. If you zoom out on the map, enough to see Falcon weather stations, you will see some significant differences in wind directions (as well as temps).

Also if you zoom out, or pan up a few screens from the weather station, due north, you will see the runways just past Judge Orr Rd.

I’ve already had a club member indicate that based on the reading from the station, he did NOT come out to the field to fly because of high winds. As I learn more about the weather station software, I hope to be able to publish more data soon to the club web page, like density altitude(!).

Stay tuned and see you next month.